

Land Use, Open Space and
Conservation, Public Safety,
Circulation, and Noise Elements

Prepared for:
The Town of Hillsborough



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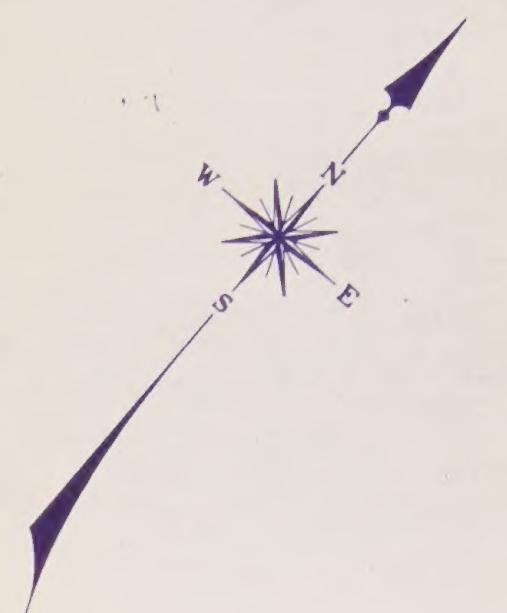
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UNIVERSITY OF CALIFORNIA

January 1994

GENERAL PLAN MAP
TOWN OF
HILLSBOROUGH
SAN MATEO COUNTY
CALIFORNIA

SAN FRANCISCO WATER DEPARTMENT



Town of Hillsborough
GENERAL PLAN MAP
-Adopted 1993-

LEGEND

	Residential
	Open Space and Conservation
	Schools, Parks, Public Facilities and Services



**Town of Hillsborough Council, Staff,
and General Plan Advisory Committee**

Council Members

Jean E. Auer, Mayor

James M. Boyar, Vice Mayor

Patrick W. Kelly

Charles F. Adams

Catherine U. Mullooly

Staff Members Contributing to This Report

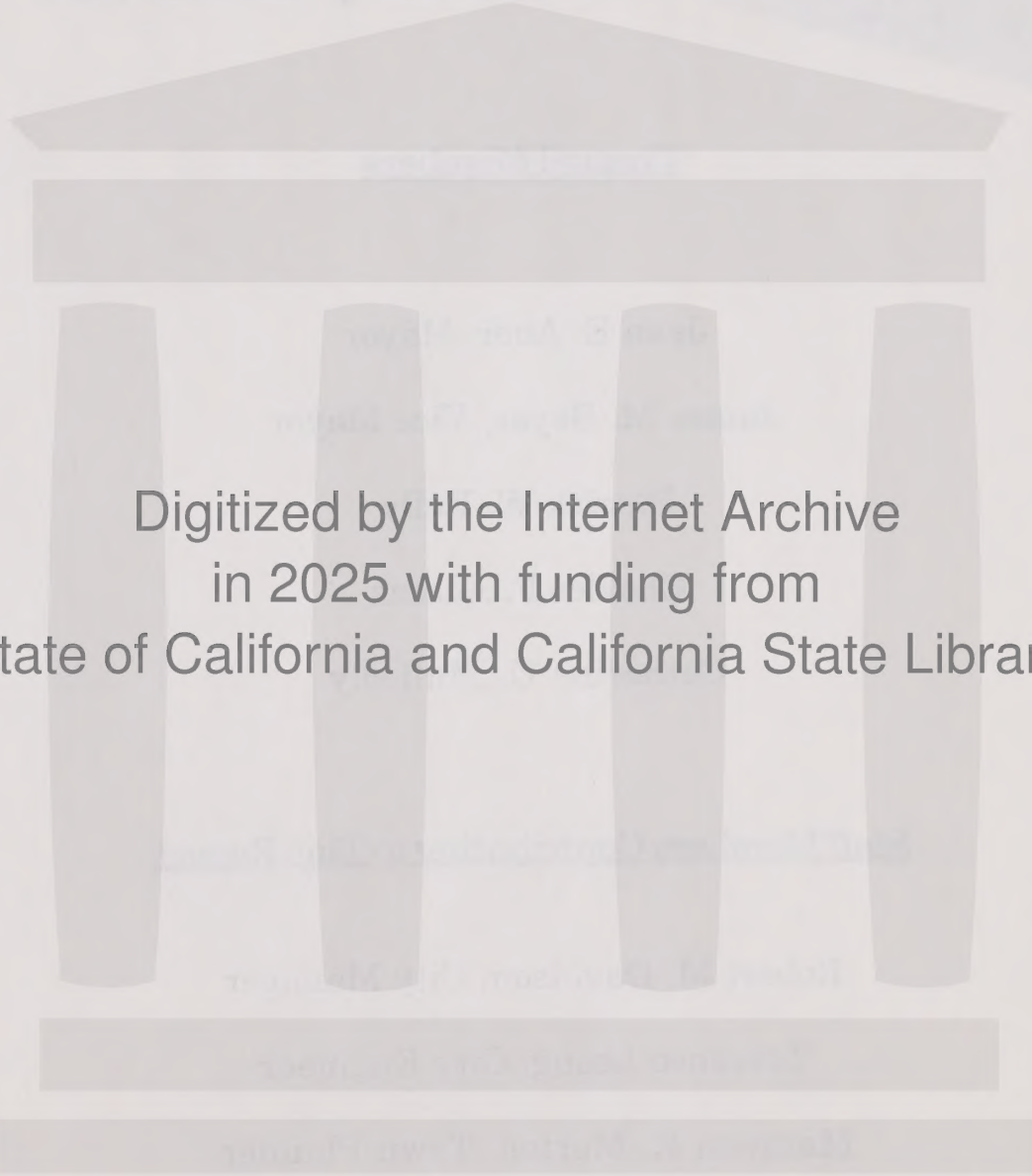
Robert M. Davidson, City Manager

Terrance Leong, City Engineer

Maureen K. Morton, Town Planner

Kenneth Newman, Fire Chief

Bob McNichol, Commander, Police Department



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Charles F. Adams, Councilman

Patrick W. Kelly, Councilman

Bonnie Bertetta

Don Brandenburger

Gayle Chan

Rosemarie Cheung

Richard Frisbie

Tony Gschwend

Jeffery Meyer

Robert Mueller

Paul Regan

Ann Westerfield

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Preface to the General Plan

PREFACE TO THE TOWN OF HILLSBOROUGH GENERAL PLAN

The Town of Hillsborough presents a General Plan that sets long-range goals, policies, and programs to guide the future physical development of the town. This General Plan is designed to guide development in a manner that reflects the values of the community and complies with state planning law requirements.

Under Article 5, Section 65300, of the California Government Code,

"Each planning agency shall prepare and the legislative body of each county and city shall adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgement bears relation to its planning. Chartered cities shall adopt general plans which contain the mandatory elements specified in Section 65302."

In response to the above, the Town of Hillsborough's General Plan contains the following elements: Land Use and Planning (including Historic Resources), Natural Resources and Open Space, Public Safety, Transportation, and Noise.

The General Plan as a Policy Document. Within each element, goals, policies, and programs are discussed that will guide the town's actions during the life of the General Plan. Goals, policies, and implementation programs are defined below:

Goal: A general, overall and ultimate purpose, aim, or end toward which the town will direct effort.

Policy: A specific statement of principle or of guiding action that implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its goals before undertaking an action program.

Program: An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who," "how" and "when" for carrying out the "what" and "where" of goals and policies.

Town planning policy, as defined by the General Plan, provides the Town Council, Town of Hillsborough's staff, and related committees with guidelines to use in decision making. The General Plan will also communicate town planning policy to future residents or developers interested in building in Hillsborough.

The General Plan Process. The General Plan for the Town of Hillsborough consists of a Land Use Diagram and the five General Plan elements. The process of completing a general plan also requires the preparation of the Environmental Impact Report (EIR) on the General Plan. This combined General Plan was prepared following the recommendations of State of California General Plan Guidelines, 1990. Because a general plan and general plan EIR overlap in content, the two documents were combined to form a single document, requiring the preparation of three separate yet related sections: (1) the environmental setting; (2) the general plan; and (3) the environmental assessment. This document contains these three sections.

Environmental Setting: This section describes the physical and environmental setting of the Town of Hillsborough and serves as the existing setting section of the EIR. It also provides a context for the General Plan policy document.

General Plan: This section is the policy document containing the goals, policies, and programs of the Town of Hillsborough General Plan and it serves as the project description for the EIR.

Environmental Assessment: This section analyzes potential environmental impacts of General Plan implementation. As required by California Environmental Quality Act (CEQA) Guidelines, this section also provides mitigation measures to mitigate adverse environmental impacts to less-than-significant levels.

These three sections combined into this single document serve as the Land Use, Open Space and Conservation, Public Safety, Circulation, and Noise Elements and EIR for the Town of Hillsborough.

Existing Setting and Trends
for the
Town of Hillsborough General Plan

Prepared for:
The Town of Hillsborough



January 1994

Prepared by:
CERTIFIED/Earth Metrics Incorporated
7000 Marina Boulevard, 4th Floor
Brisbane, California 94005
(415) 742-9900

Section 1.0

Setting

Introduction

INTRODUCTION

PURPOSE OF THIS STUDY

This Environmental Setting section describes existing physical conditions in the Town of Hillsborough, providing a context for the General Plan and a baseline of environmental data. The environmental baseline also provides information for the analysis of environmental impacts that may result from implementation of the Land Use, Open Space and Conservation, Public Safety, Circulation and Noise Elements.

Information documented in this section is divided into the five General Plan elements: Land Use, Natural Resources and Open Space, Public Safety, Transportation, and Noise. This organization parallels the organization of the General Plan and the Environmental Assessment so that the development of a specific topic can be followed through the three components of the General Plan.

REGIONAL SETTING

The Town of Hillsborough is located on the San Francisco Peninsula, in San Mateo County. Figure 1-1 shows the regional setting for the Town of Hillsborough. The town limits are defined by the City of Burlingame on the north and east; the City of San Mateo on the east and south; San Mateo County to the south; and Interstate 280 on the west. Figure 1-2 shows the town limits and bordering communities.

Regional access to the Town of Hillsborough is provided by Interstate Highway 280 on the west side of town and U.S. Highway 101 to the east. Hillsborough is a mature, heavily wooded residential community in close proximity to regional job centers such as San Francisco and San Jose.

The town is set in an environment shaped not only by geographic and physical constraints but also by regional and local plans. The regional and local agencies with jurisdictional concerns that may affect Hillsborough include the following:

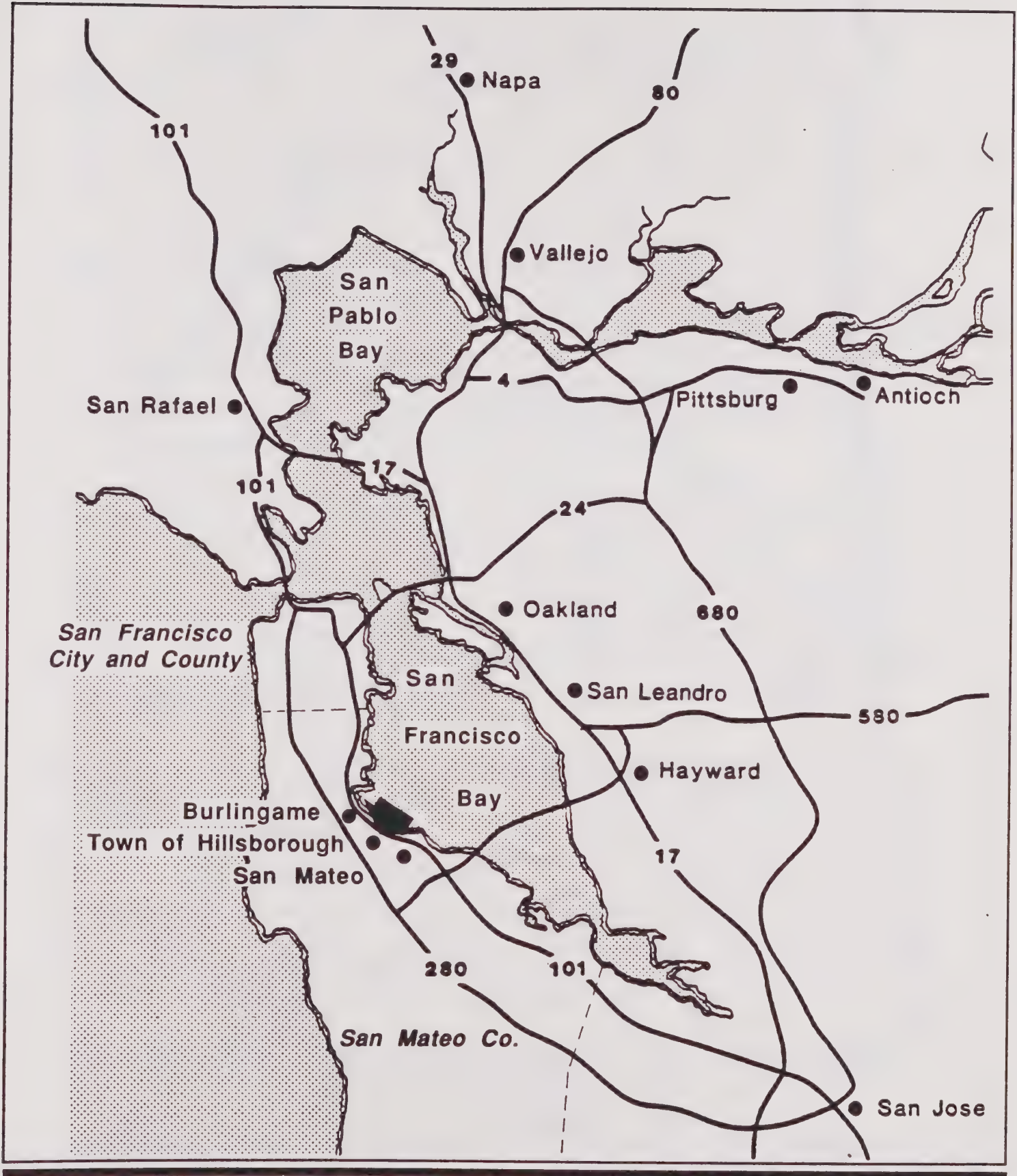


FIGURE 1-1 Regional Setting
for the Town of Hillsborough



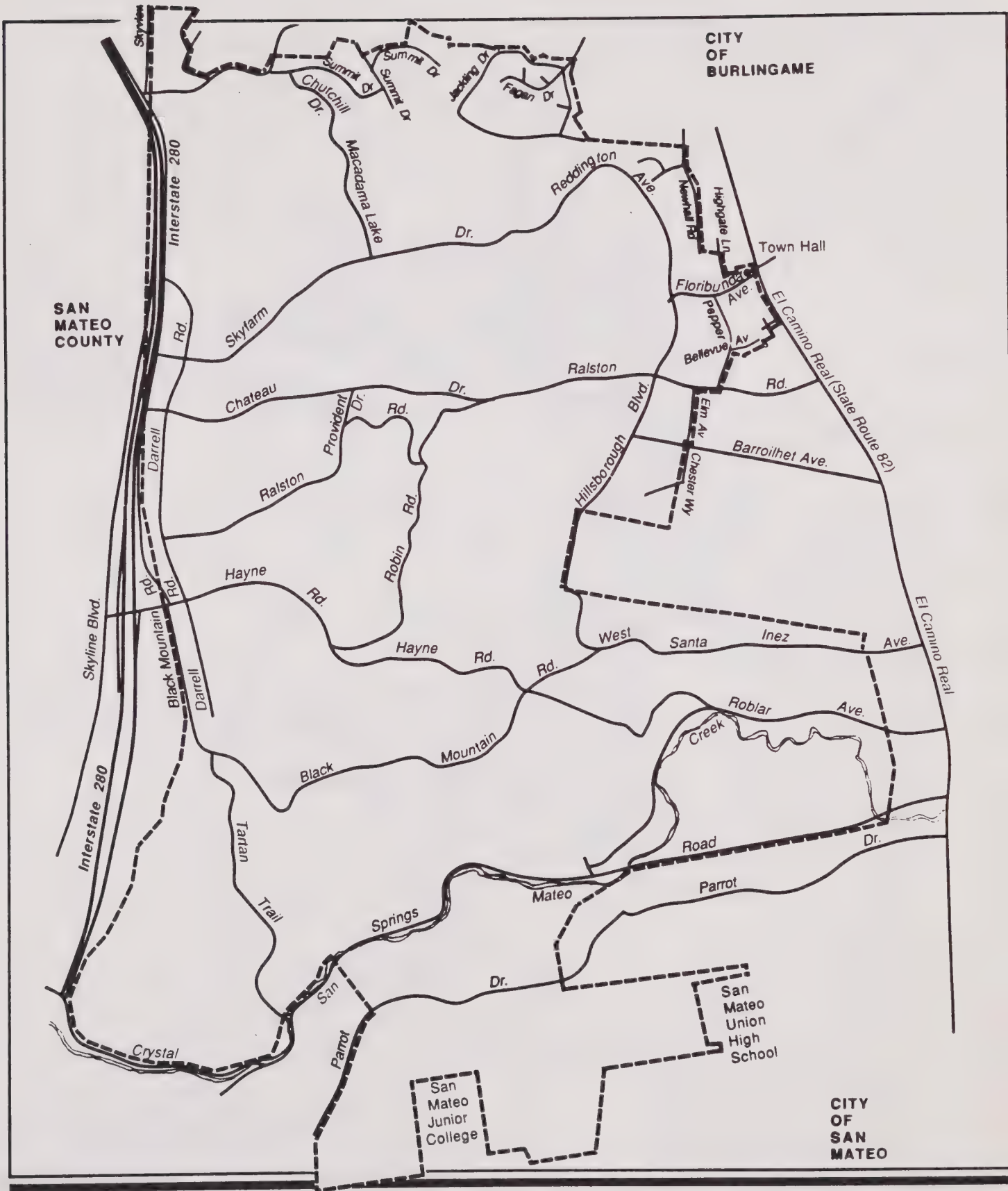


FIGURE 1-2 Town of Hillsborough
Town Limits and Bordering
Communities



SAN MATEO COUNTY. San Mateo County provides a number of administrative services for the Town of Hillsborough, including judicial services and the collection of property taxes. County roads within the Town of Hillsborough are maintained by San Mateo County. Hillsborough and San Mateo County also maintain mutual aid agreements for emergency services such as fire and police.

CITY OF BURLINGAME. The Town of Hillsborough borders the City of Burlingame on the north and east. Many local roadways within the City of Burlingame continue into the Town of Hillsborough. As the two communities grow they will share secondary impacts resulting from population growth and increased traffic. The Town of Hillsborough does not maintain mutual aid agreements for emergency services with the City of Burlingame.

CITY OF SAN MATEO. The Town of Hillsborough borders the City of San Mateo on the south and east. The College of San Mateo is located within the City of San Mateo, near the Town of Hillsborough's southern border. Many local roadways within the City of San Mateo also continue into the Town of Hillsborough. As the two communities grow they will share secondary impacts resulting from population growth and increased traffic. The City of San Mateo and the Town of Hillsborough maintain mutual aid agreements for emergency services.

CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION (CALTRANS).

Interstate 280 and State Route 82 (El Camino Real) are maintained by CALTRANS. CALTRANS retains an easement for I-280 along the western edge of the Town of Hillsborough. Access from town roads to I-280 is regulated by CALTRANS. I-280 is a principal source of noise in the Town of Hillsborough; see Sub-section 2.6 for a more detail description of highway noise levels. State Route 82 is controlled by traffic signals and functions as a principal arterial through peninsula communities.

ASSOCIATION OF BAY AREA GOVERNMENTS (ABAG). ABAG provides services to the municipal governments in the nine-county San Francisco Bay Area (San Francisco, San Mateo, Marin, Contra Costa, Napa, Sonoma, Alameda, Solano, and Santa Clara Counties). Planning services provided by ABAG include the distribution of census data, regional housing needs studies, and regional population and employment growth forecasts.

Subsection 1.1

Land Use



1.1 LAND USE

This subsection describes existing land uses in the Town of Hillsborough and provides information about the physical aspects of the town's existing development. Land use controls related to the existing General Plan and Zoning Ordinance are also described.

General Plan. The Town of Hillsborough has continually worked to preserve the almost rural, estate nature of the town. Land uses in the town are almost exclusively single-family residential; the only exceptions are schools and town services. No commercial uses are planned for in the town, thus residents must travel outside of the town for employment, personal services and shopping. Essentially the town is dependent upon neighboring communities to provide diverse land uses and diversified economic activity. The minimum lot size in the town is one half acre. The town's dedication to large lot single family homes has enabled the town to maintain a residential feeling with a substantial amount of vegetation along roads and separating homes. Hillsborough serves as a residential enclave, yet it is close to urban job centers such as San Francisco. As the town does not allow commercial or industrial uses and traffic trips are few, the community is generally quiet with Interstate Highway 280 and State Route 82 being the greatest source of traffic noise.

The existing General Plan was adopted in 1972 and consists of the following elements: land use, circulation, housing, conservation, open space, public safety, and noise. The General Plan is generally considered to be outdated and lacking in content according to State of California General Plan Guidelines. The plan does not specifically define goals and policies to guide new development in the town, but it does generally confirm the town's dedication to maintaining an exclusively single-family land use designation. In 1972 the General Plan stated there were just over 2,600 dwellings in the town and that at buildout the town could accommodate a maximum of 3,400 units. The 1990 Census estimated that there were 3,806 units in the town and that there are locations remaining for development. The 1972 General Plan underestimated potential growth in the town due to economic factors and unrealized open space goals.

Economic growth in the San Francisco Bay Area has increased land and home prices beyond all expectations held in the 1970s. The 1972 General Plan cites the price of a one-half acre lot in 1972 as \$50,000. With average home prices in 1990 at well over \$1,000,000, lot prices have clearly increased as much as ten times. Rising land and home prices have provided economic incentive for land owners in the town to subdivide and develop properties that may have been considered economically unfeasible for development in the 1970s. In addition, the town had proposed obtaining 400 acres of dedicated open space in 1972, but there are currently only 220 acres of dedicated open space. Approximately 180 acres of proposed open space lands have been used for residential development, or are under consideration for new development today.

Zoning Ordinance. Title 17 of the Town Code contains the "Hillsborough Zoning Law." The town contains only one zoning district known as the "residence district." Permitted uses in the district include public and private schools, country club, open space, and specific actions of nonprofit organizations. Within the residence district there may be only one residence per lot. The Zoning Law prohibits the use of any residence as a business address, the posting of business-related signage, or receipt and delivery of business materials. Essentially home-based businesses are prohibited.

The minimum lot size is set at one-half acre with a minimum dwelling size of no less than two thousand square feet, excluding the garage. The maximum dwelling size should generally not exceed 25 percent of the lot size. Total lot coverage by all permitted buildings varies. This means that garages and other out buildings may be permitted depending on the lot size and other considerations.

The Zoning Law contains a "Hillside Development Standard." The hillside standard is designed to retain the visually scenic quality of hillsides in the town, as well as reduce the risk of erosion and slipping that may result from intense hillside development. Generally the density of development on hillsides is as shown in Table 1-1.

TABLE 1-1. SLOPE DENSITY

AVERAGE SLOPE: IN %	DENSITY: RESIDENTIAL UNITS PER ACRE	DENSITY: ACREAGE REQUIRED FOR ONE RESIDENTIAL UNIT
Less than 10	2.00	.50
10	1.85	.54
15	1.75	.57
20	1.65	.61
25	1.50	.67
30	1.25	.80
35	1.00	1.00
40	0.75	1.33
More than 40	0.50	2.00
Source: Town of Hillsborough Zoning Ordinance, HMC, Title 17, Section 17.68.055		

Existing Land Use Characteristics. While the minimum lot size of one-half acre would suggest that development in the community is evenly distributed, a study of the existing land uses indicates that there are other patterns that emerge. The Existing Development Map for the Town of Hillsborough (located in the map pocket on the inside back cover of this binder) shows existing land uses and lot sizes. Table 1-2 summarizes the information shown on the Existing Development Map. Land use definitions used in the map are defined in the following discussion.

OPEN SPACE. Lands shown as open space are dedicated to the Town of Hillsborough. The goal of Hillsborough's Open Space Element of the 1972 General Plan is to "reserve open spaces to serve the general welfare in the provision of light, air, vistas, and a feeling of spaciousness." Open space lands are to be devoted to use as scenic land, watershed or groundwater recharge, and wildlife habitat. The town maintains the lands by controlling weeds and maintaining fire breaks. Open space lands contain sensitive habitat and steep terrain, and are generally not considered suitable for development.

SCHOOLS. Both public and private schools are located in the town. Schools in the town are discussed in greater detail later in this subsection.

SUBDIVIDABLE ESTATES. These lands are single parcels of substantial acreage. Each parcel, due to its size, may be considered for subdivision into smaller parcels, depending on the circumstances.

IN PROCESS OF SUBDIVISION. These parcels are in the process of being considered for subdivision as of 1991. The subdivision process includes the preparation of an Environmental Assessment and perhaps a number of other special studies depending on the circumstance of the project.

LOTS OF ONE ACRE OR MORE. Some of these lots may be eligible for further subdivision. However, the majority of these lots are in areas of steep slopes where lots are required by the slope ordinance to have lots in excess of one acre and therefore not eligible for further subdivision. Subsection 2.4, of this Existing Setting Report, shows the average slope for lands in the

TABLE 1-2. HILLSBOROUGH EXISTING DEVELOPMENT

LAND USE/DESCRIPTION	EXISTING ACREAGE	EXISTING DWELLING UNITS
Public Facilities/		
Schools	26	N/A
City Services	35	4
Residential/		
Subdividable Estates	93	3
Subdivision under Study (EIR in Process)	54	3
Lots of One Acre or More	638	241
Lot between One-Half and One Acre	2,290	2,986 (1)
Substandard Lots under One-Half Acre	257	569
Open Space/		
Dedicated Open Space	220	N/A
Country Club	<u>108</u>	<u>N/A</u>
	3,741 (2)	3,806
(1) Assuming an average of 1.3 homes per acre.		
(2) Total land is estimated by the Town of Hillsborough		
Source: Earth Metrics Incorporated and the Town of Hillsborough, 1991		

town. Comparing the Figure 1-15, with the development map shows that many of the lots greater than one acre are in areas of slopes greater than 15 percent.

LOTS BETWEEN ONE-HALF ACRE AND ONE ACRE. These parcels are not considered eligible for further subdivision as no lot may be less than one-half acre in size.

SUBSTANDARD LOTS UNDER ONE-HALF ACRE. These lots are under one-half acre in spite of the town's one-half acre minimum lot size. Most of these lots were formed prior to formation of the minimum lot size. The substandard lots are generally found in the low lands on the east side of town near the town border with the cities of Burlingame and San Mateo.

Potential for Future Development. Expectations for how much the Town of Hillsborough may grow, based on existing land use designations, may be derived from analyzing existing land uses. Table 1-3 shows how existing sites may be developed given existing land use designations and zoning laws. Those properties subject to new development include subdividable estates, subdivisions under study, and lots of one acre or more. Subdivision of these lands could create approximately 273 new parcels in the town, and an equal number of new homes. Each existing land use type is explained in the following descriptions.

SCHOOLS. The Nueva Learning Center site could possibly be subdivided into approximately 6 new lots. While this project has not been proposed at this time, a visual inspection of the site indicates such development potential.

SUBDIVIDABLE ESTATES. These lands could conceivably be divided into one-half acre lots; however, the provision of roads would reduce the net land area available to form lots. Where lots are on slopes the lot size will be greater than one-half acre to meet slope density requirements. Assuming that future development will have an average gross density of one home per 1.5 acres, there is a potential for 62 new homes on these estates.

TABLE 1-3. TOWN OF HILLSBOROUGH EXISTING AND POTENTIAL DEVELOPMENT SUMMARY
TABLE

LAND USE/DESCRIPTION	EXISTING ACREAGE	EXISTING UNITS	POTENTIAL NEW BUILDOUT
Public Facilities/			
Public Schools	26	N/A	
Private Schools	35	N/A	6
City Services		4	
Residential/			
Subdividable Estates	93	3	62 (1)
Subdivisions under Study	54	3	21
Lots of One Acre or More	638	241	184 (1)
Lots between One-Half and One Acre	2,290	2,986 (3)	N/A
Substandard Lots under One-Half Acre	257	569	N/A
Open Space			
Dedicated Open Space	220		N/A
Country Club	<u>108</u>	<u> </u>	<u>N/A</u>
TOTAL (3)	3,741 (2)	3,806	273
<p>(1) Assuming one home per 1.5 acres, allowing for roads and hillside restrictions.</p> <p>(2) Total land area estimated by Town of Hillsborough</p> <p>(3) Lots between one-half and one acre are estimated at a density of 1.3 homes per acre.</p> <p>Source: Earth Metrics Incorporated and Town of Hillsborough, 1991.</p>			

SUBDIVISIONS UNDER STUDY. Proposals for new development have been filed with the town for these parcels. Review of individual proposals indicates 21 new lots may be formed as follows: Callan property, 10 lots and 10 new homes possible; Henderson property, 7 lots and 6 new homes possible; Brooke Court, 3 lots and three new homes possible; Pullman property, 2 lots and 2 new homes possible.

LOTS OF ONE ACRE OR MORE. As with the subdividable estates, these lands could conceivably be divided into one-half acre lots; however, the provision of roads and restrictions applying to areas of steep slopes would reduce the net land area that may be subdivided into lots. Assuming that future development will have an average gross density of one home per 1.5 acres, there may be a potential for 184 new homes on these estates.

SCHOOLS. Schools in the town include public schools in the Hillsborough City School District and private schools including the Nueva Learning Center and Crystal Springs Uplands School. The location of schools in the town is shown on the Existing Development Map for the Town of Hillsborough.

PUBLIC ELEMENTARY SCHOOLS. Public and private schools in the Town of Hillsborough are considered excellent. In the 1980s, each of the Hillsborough City Schools received the Distinguished School Award from the State of California, and the Crocker School twice received the Distinguished School Award from the U.S. Department of Education. The following public elementary schools are in the Hillsborough City School District (Taylor, 1991):

- South School provides education for students from kindergarten to fifth grade. Enrollment as of 1993 was 248 students. South School is considered to be at capacity. (Taylor, 1991).
- North School provides education for students from kindergarten to fifth grade. Enrollment as of 1993 was 275 students. The North School is considered to have remaining capacity for another 100 or more students.
- West School provides education for students from kindergarten to fifth grade. Enrollment as of 1993 was 250

students. The West School is considered to be near capacity.

- Crocker Middle School provides education for students from grade six to eight. Enrollment as of 1993 was 414 students. Crocker School is considered to have remaining capacity for 150 to 200 students.

Over an 11 year period (1989 to 2000) total Hillsborough District enrollment is projected to increase by 300 students for a total enrollment of 1,400 students for the year 2000, in 1993 total enrollment was 1,187 students. The grades kindergarten through fifth are expected to grow by 200 students and grades five through eight by 100 or more students by the year 2000 (Woollett and Associates, 1990).

PUBLIC SECONDARY SCHOOLS. San Mateo Union High School District provides public education for Hillsborough students in grades nine through twelve. There is no public high school in the Town of Hillsborough. Students are assigned to one of three high schools in the San Mateo High School District depending on the location of the students residence. The three schools are: Aragon High School, San Mateo High School, and Burlingame High School.

- Aragon High School is located at 900 Alameda, in San Mateo. Enrollment as of October 1991 was 1,432 students. The school is essentially at capacity.
- San Mateo High School is located at 600 North Delaware in San Mateo. Enrollment as of October 1991 was 1,288 students. Limited capacity remains at San Mateo High.
- Burlingame High School is located at 400 Caroline in Burlingame. Enrollment as of October 1991 was 1,262 students. The school is considered to be at capacity.

Detailed capacity figures are not available for each school at this time (Mahaffey, 1991).

PRIVATE SCHOOLS. The Nueva Learning Center provides education from pre-kindergarten through eighth grades. The Center had 295 students for the 1991-92 school year. Essentially the Center is

now at capacity, but expects to be able to accommodate up to 320 students in the near future. Reaching a capacity of 320 students depends on the expansion of the middle school complex and remodeling of other buildings (McGough, 1991).

Crystal Springs Uplands. The Crystal Springs school had 350 students enrolled in the 1990-91 school year. The school is at capacity for the first time since the school began operation. The school has no plans to expand as the school's size is restricted by town ordinance (Chapter 15, Section 15.32.050, passed in 1986). Just 33 percent of the students at the Crystal Springs School are from the Town of Hillsborough. Other students attend from neighboring communities and from as far as San Jose. Students commuting from San Jose arrive by taking a combination of Caltrain and Samtrans buses.

Public Services. Town Hall is located at 1600 Floribunda Road at El Camino Real. Services housed in the Town Hall complex include administrative offices, town council chambers, building and engineering, police, and fire. The Town Hall complex is in the process of remodeling and new construction as of 1993. The town also maintains fire stations at two other locations as shown on the Fire Service Map, Figure 1-3. The town also maintains 16 water tanks as part of an extensive water distribution system. The town maintains a corporation yard at 1320 La Honda Road housing public works crews and equipment. Other public lands include the City and County of San Francisco easements along Crystal Springs Road for the San Francisco Water Department.

POLICE SERVICES. The Hillsborough Police Department consists of 27 officers and 7 support personnel. Facilities include the offices located in Town Hall, 8 police cars and related police equipment, a computer system that helps identify call locations, and K-9 units. With a population of 10,667 persons (1990 Census), the town has 2.5 officers per 1,000 persons. This compares favorably to many communities that are closer to a ratio of one officer per 1,000 persons or even less.

Police services are considered excellent and include not only the usual enforcement of the law, but other services tailored to the needs of residents including alarm system monitoring and vacation residence checks. Crime prevention services include home inspections and instruction in schools.

The Police Department has not identified any deficiencies in police services at this time (McNichol, 1991). As the community grows and more Hillsborough residents come from more diverse ethnic backgrounds, the department anticipates greater difficulty with language barriers and cross cultural understanding. The department has officers with language skills and will continue to try to bridge language and cultural barriers with the more recent Hillsborough residents.

FIRE SERVICES. The Hillsborough Fire Department employs 27 sworn fire fighters and operates from three stations as shown in Figure 1-3. Figure 1-3 shows the fire service area for each station and the range of response times. The Public Safety Subsection of this report describes fire hazards and emergency services planning. The Hillsborough Fire Department maintains an ISO rating of 4 which provides adequate infrastructure and staff to serve the community and reasonably anticipated new growth. Between January 1990 and September 1990, the Hillsborough Fire Department responded to 1,355 calls. Calls ranged from fire and medical service to broken water mains, car alarms, and unidentified odors. Appendix 1.1-A details the types of alarms.

WATER. Potable water is supplied to the town by the San Francisco Water Department (SFWD). The town was allotted an average of 3 million gallons of water per day (mgd) in 1991. Water allotments are determined on a monthly basis and range from 4.9 mgd in July 1991 to 1.3 mgd in January 1992 (Water Rationing Plan adopted by San Francisco Public Utilities Commission May 1990). In a time of greater rainfall this allocation would be some 27 percent higher. The town has implemented water rationing requirements and promotes the use of low water demand landscaping. A model garden is maintained at Town Hall to showcase low water use landscaping. While water supply is a concern during this drought, water supply is not normally considered a constraint to new growth in the town.

SEWER. Wastewater from Hillsborough is treated by the City of Burlingame and City of San Mateo wastewater treatment plants. These cities provide sewage treatment services to the town based on quantity and quality of sewage from the town, San Mateo providing 40 percent of the required treatment capacity and Burlingame 60 percent of the required treatment capacity.

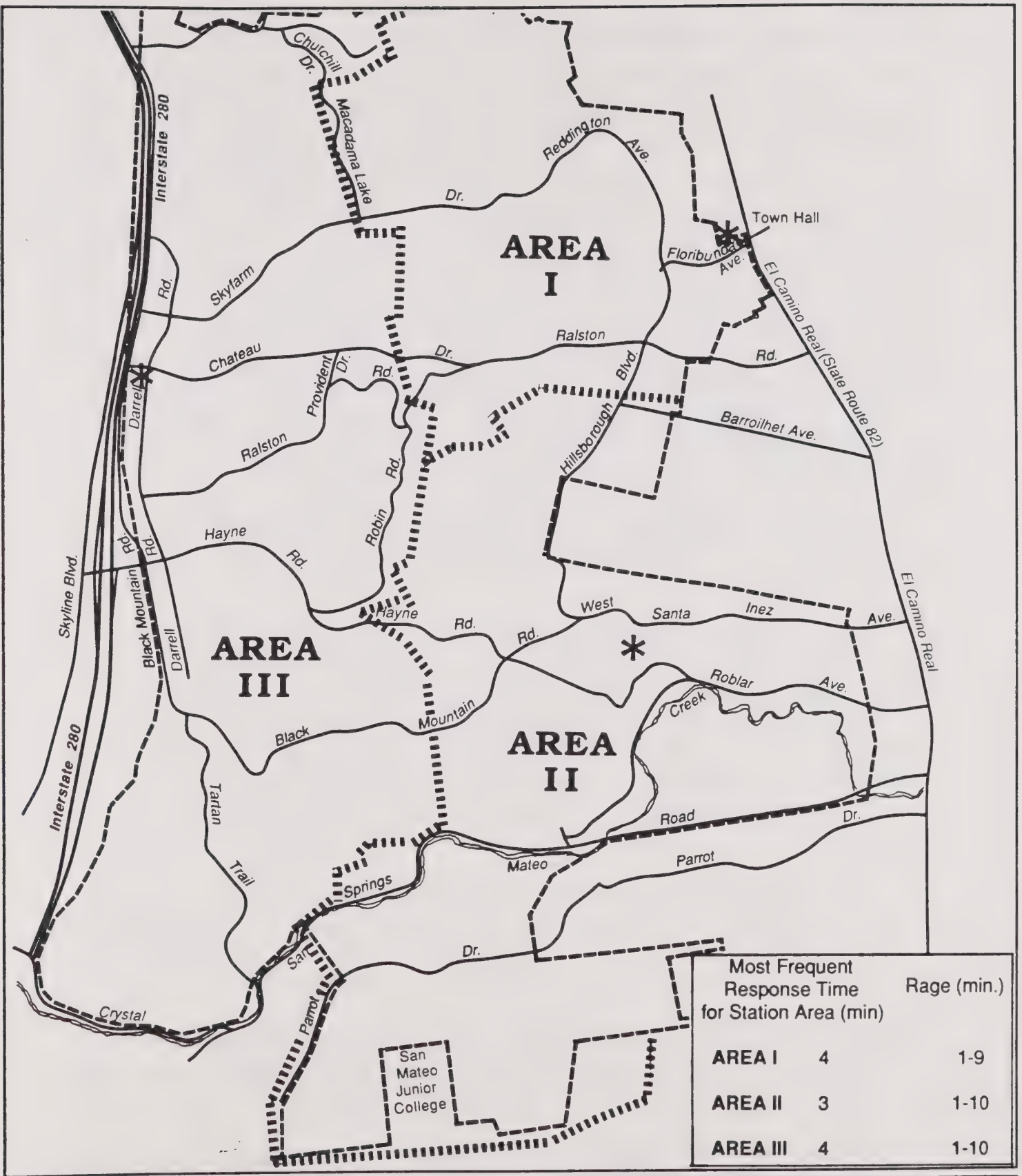
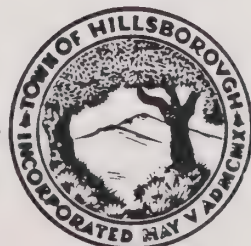


FIGURE 1-3 Fire Station Area Coverage Map and Response Times



Sanitary flow is an average of 0.99 mgd and a peak of 1.83 mgd. Wet weather flow is an average of 1.75 mgd and a peak of 2.58 mgd. These figures show that the town does have problems with rainwater runoff infiltrating sewers.

The town has conducted an inflow/infiltration study that recommends further identification and correction of infiltration areas. The study also recommends the development of a Wastewater Facilities Master Plan. Future growth in the town would not likely be constrained by the capacity of the existing plants assuming existing land use designations. If the town were to surpass the development of more than 200 units on the Burlingame System, this would require special study to determine if capacity was available (Kirkup, 1991). The City of San Mateo has not indicated a limit to the amount of sewage treatment capacity that can be used by Hillsborough. Wet weather flow capacity problems can be largely remediated by resolving inflow and infiltration problems. The Town of Hillsborough has participated in the improvement of wastewater treatment facilities in San Mateo and Burlingame.

Potential for Annexation. The town's sphere of influence is equal to the town limit line as shown in Figure 1-4. The town is not actively pursuing the annexation of any lands at this time. The town is essentially land locked by I-280, the City of Burlingame and its sphere of influence, and the City of San Mateo and its sphere of influence. Figures 1-4 through 1-6 show the city boundary and sphere of influence for Hillsborough, Burlingame, and San Mateo.

One parcel in the county, between Crystal Springs Road and Tournament Drive, was considered for annexation but denied as the area was considered to have unstable slopes not suitable for residential development.

Providing opportunities for the Town of Hillsborough to annex land would require the City of Burlingame or the City of San Mateo to draw back their respective spheres of influence.

Historic Resources. Hillsborough is a community well known throughout the Bay Area and California as a town of elegant homes and well maintained gardens. Much of this recognition and appeal



FIGURE 1-4 Town of Hillsborough Boundary and Sphere

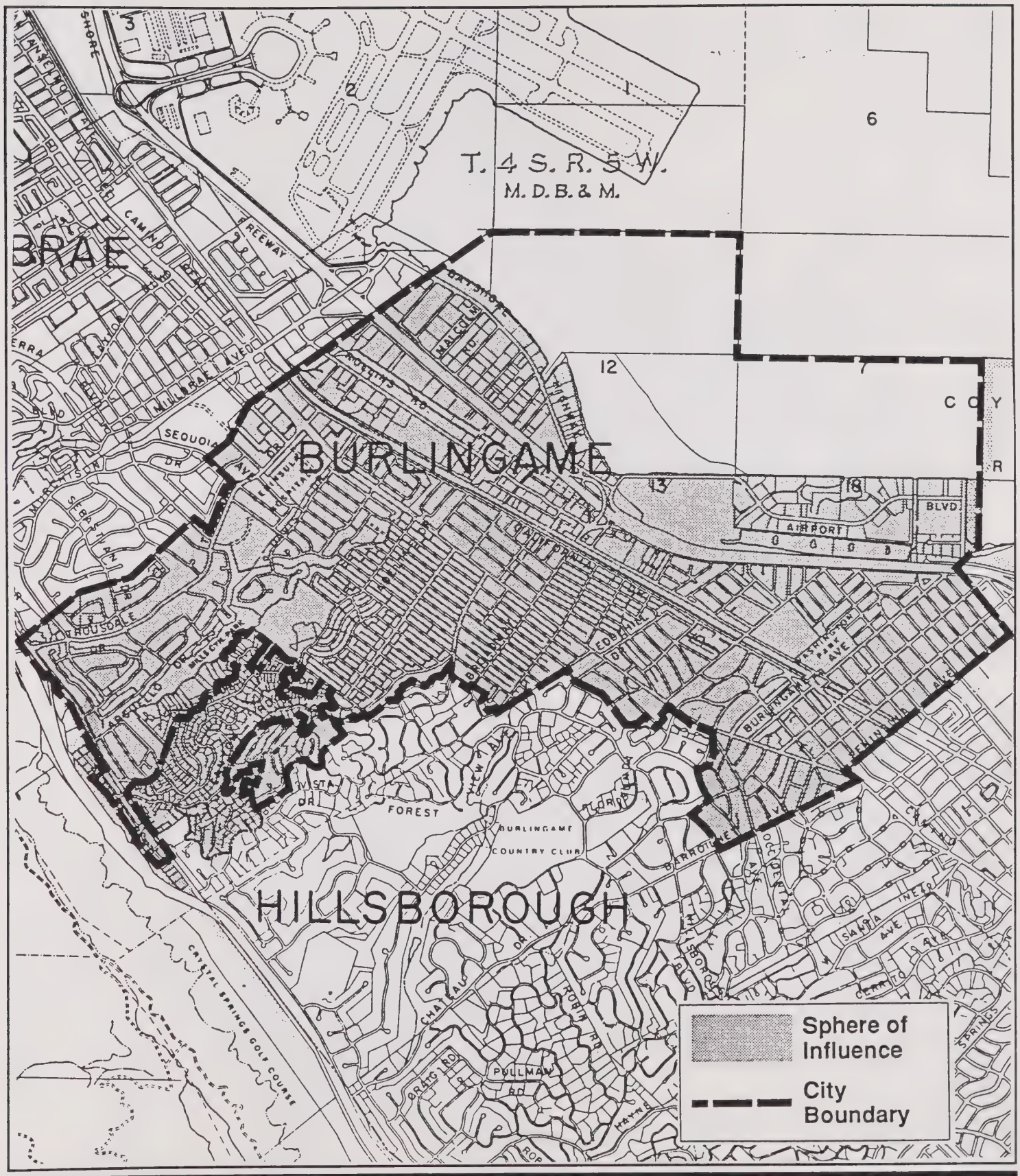


FIGURE 1-5 City of Burlingame Boundary and Sphere



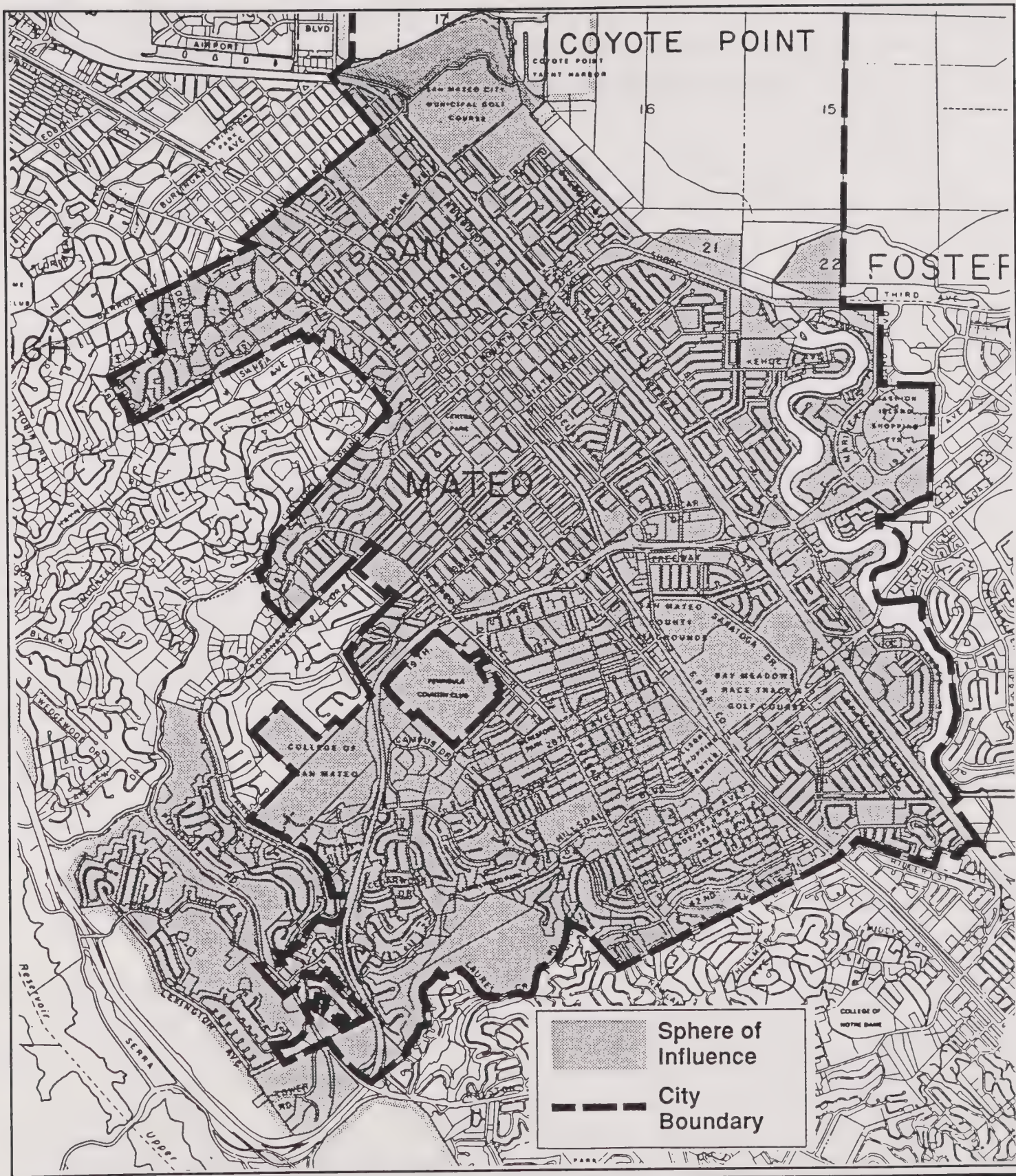
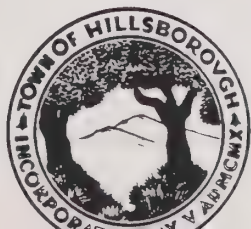


FIGURE 1-6 City of San Mateo Boundary and Sphere



is attributed to homes and gardens which have historic significance.

The early settlers of what was called "Rancho San Mateo" constructed homes, schools, agricultural buildings and outbuildings, none of which remain today.

Earth subdivisions included Burlingame Park , in the northern end of the community and the Howard homestead, "El Cerrito," just west and north of San Mateo. Earth lots in Hillsborough were large; in 1896 there were 84 "villa lots."

On April 25, 1910, the residents voted 60-1 to incorporate Hillsborough. Of primary concern to the trustees then, as it still is, was maintaining the rural character of the area. In order to achieve this goal, sidewalks, streets laid out in grid patterns and commercial enterprises were all prohibited.

The subsequent years represented a shift from the earlier cottage to the estate style of homes. Many original representations of this era, such as the Howard Gothic Revival mansion and John Redington's "Oak Grove," have been lots; several estates remain, including the Uplands, Crocker's "New Place," "Villa Rose" (now "Strawberry Hill"), "La Dolphine," "De Guignecourt," and the "Carolands."

Beginning in about 1916, Hillsborough saw the breaking up of the larger tracts of land into smaller parcels. Emphasis changed from the extravagant showplaces to more moderate homes; architecture and gardens reflected the modern ideas of designers such as William Wurster, Frank Lloyd Wright, and Thomas Cook.

Hillsborough still holds examples of every stage in its history of development. The past is represented in selected architecture, ornate gates and well-tended gardens, all of which contribute to the sense of history and quality of life in Hillsborough today. It is important that the town protect these historic features which provide a sense of the town's roots and physical evidence of its past.

In 1990, the San Mateo Historical Association conducted a survey of historic resources. This survey, which relates significant

historical themes to Hillsborough structures, has been a resource for policy makers and town staff, especially with regard to proposed renovations to and alterations of buildings.

Subsection 1.2

Housing and Population



1.2 HOUSING AND POPULATION

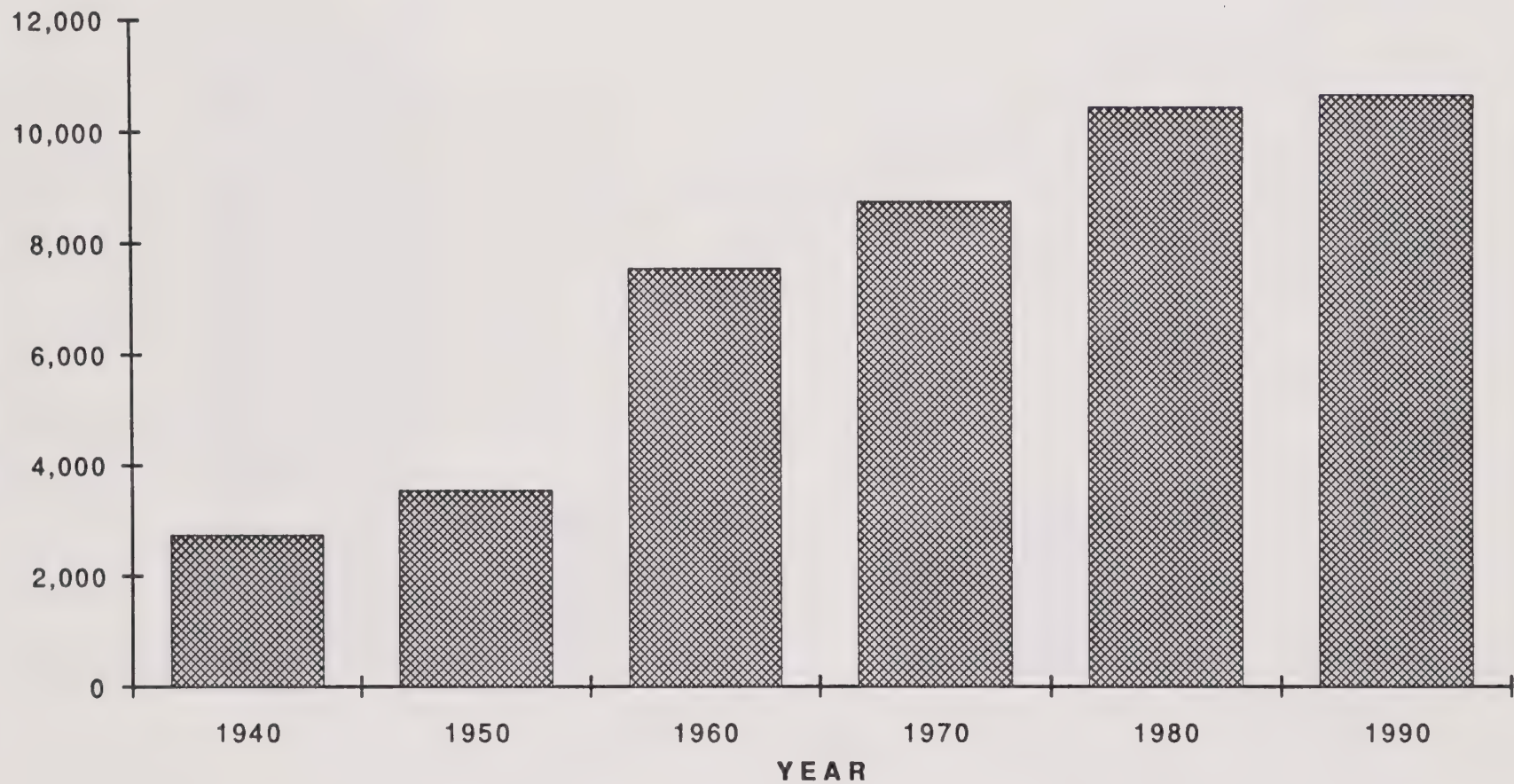
This subsection describes the existing demographic and housing conditions in the Town of Hillsborough. Because housing is the predominant land use in Hillsborough, it is appropriate that housing is described, but this subsection as it is currently written does not provide all of the requirements of a certifiable housing element according to State Government Code Section 65583. Nevertheless, it sets the stage for later development of goals, policies, and programs of a complete Housing Element.

Existing Housing Element. The existing Housing Element of the Town of Hillsborough was adopted in 1972. Comparison of the existing Housing Element to State requirements shows that it does not meet the criteria set forth in the State General Plan Guidelines. The existing Housing Element consists of a single page summary of the City's zoning requirements and an affirmation of Hillsborough's residents' desire to develop the town on "an exclusively single-family residential basis." In order for Hillsborough to comply with State planning laws (State Government Code 65301(c), Section 65302.8, and Section 65580 et seq.), the existing Housing Element would require substantial new policies and programs with quantifiable objectives to provide the necessary planning framework for future housing considerations. The Town Council is committed to preparing a Housing Element in 1994.

Population Growth. According to 1990 Census figures, the Town of Hillsborough had a 1990 population of 10,667 persons. The town experienced the bulk of its growth between 1950 and 1960 when the population grew by approximately 89 percent. Between 1960 and 1980 the town's growth rate slowed to an average of 3.3 percent per year. Since 1980, population growth has slowed even further to approximately 0.2 percent per year (see Figure 1-7).

The slow growth rate experienced by Hillsborough is attributable to a number of factors including the unavailability of suitable and affordable land, and the decline in the average number of persons per household (discussed below).

Population Projections. The population projections presented in Figure 1-8 were compiled by the Association of Bay Area Governments (ABAG). ABAG projections are based on regional



Source: Department of Finance (1991)

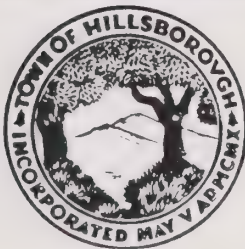
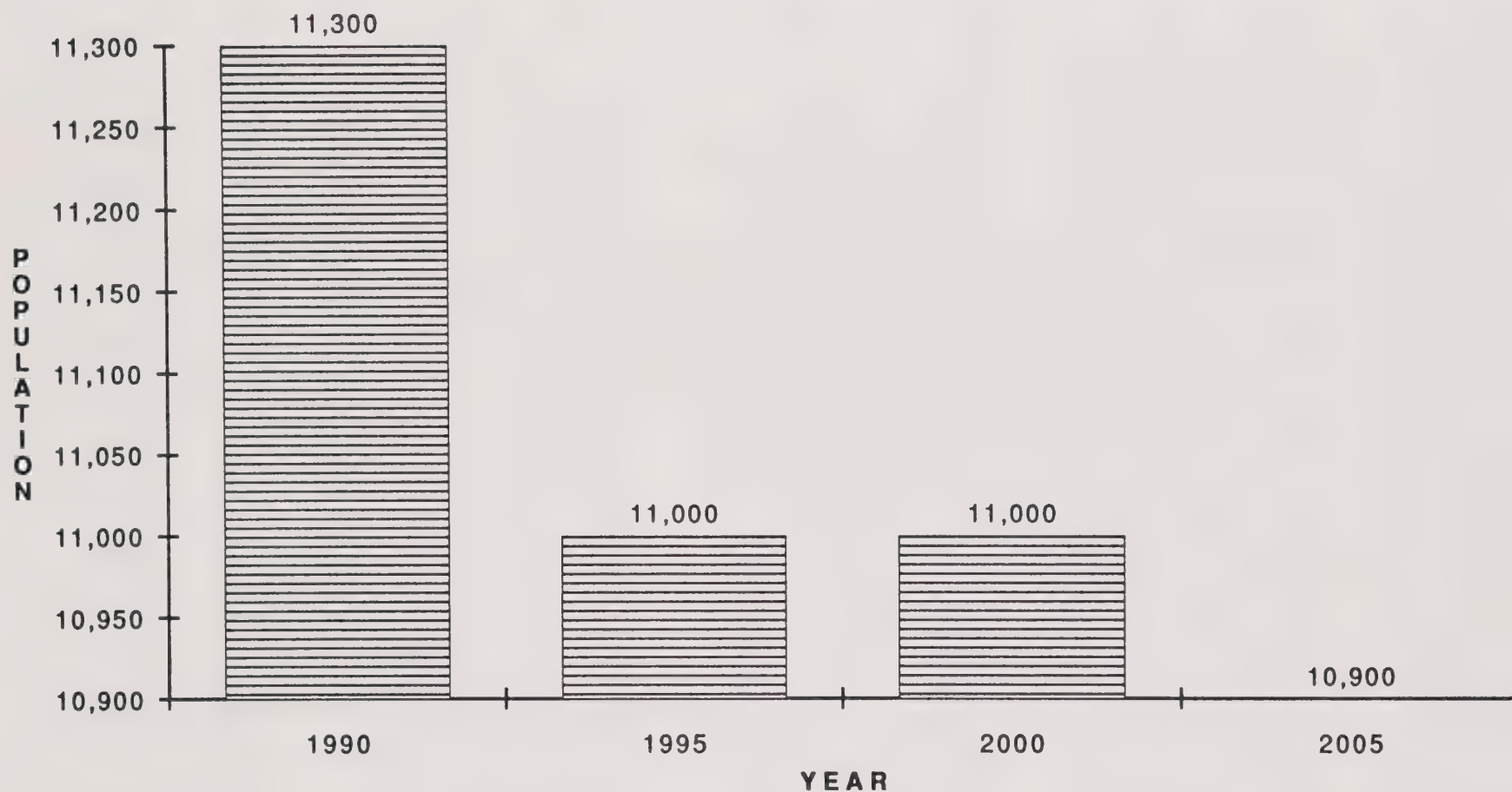


FIGURE 1-7 Population Growth 1940-1990



Note these forecasts were completed prior to completion of the 1990 census.

Source: ABAG, "Projections '90" (1989)



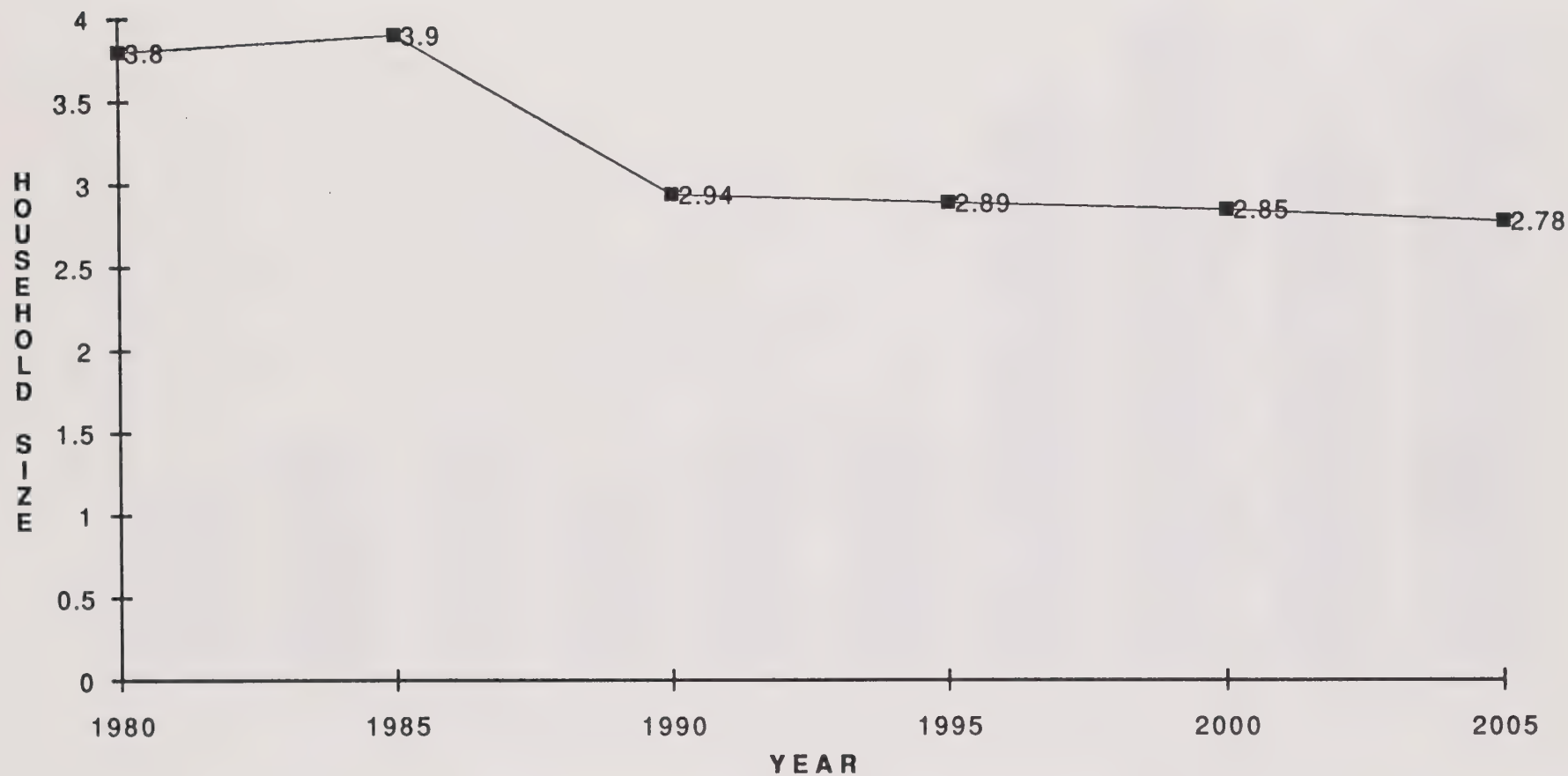
demographic and economic trends, as well as influences that local planning and development constraints have on these trends. These projections, which are detailed in Figure 1-8, are taken from the document "Projections 90," which forecast demographic trends over the 25-year period from 1980 to 2005.

It should be noted that the ABAG population projections for 1990, which were completed in 1989, were substantially lower than the 1990 Census count. However, more important is the projected trend of declining population between 1990 and 2005. This population decline is consistent with the existing growth constraints present in Hillsborough today including the unavailability of suitable home sites, and large lot zoning which discourages subdividing existing lots.

Household Size. One of the most notable changes in the demography of Hillsborough and the entire Bay Area since 1985 is the decline in household size. The average number of persons per household in 1970 was estimated at 2.94. Between 1985 and 1990 the average number of persons per household declined approximately 4.8 percent or 0.15 persons. Average household size is expected to further decline by approximately 5.4 percent by the year 2005 to approximately 2.78 persons (see Figure 1-9).

While the average household size has generally decreased, the total number of households has increased between 1980 and 1990. ABAG projects a 15.5 percent increase in the number of households in Hillsborough between 1990 and 2005, yet a net decrease in population (see above). The major factors contributing to these trends are the large number of "baby-boomers" who have entered the labor force and set up their own households, the increasing number of divorces and female-headed households, and the lower birthrates among women of child-bearing age.

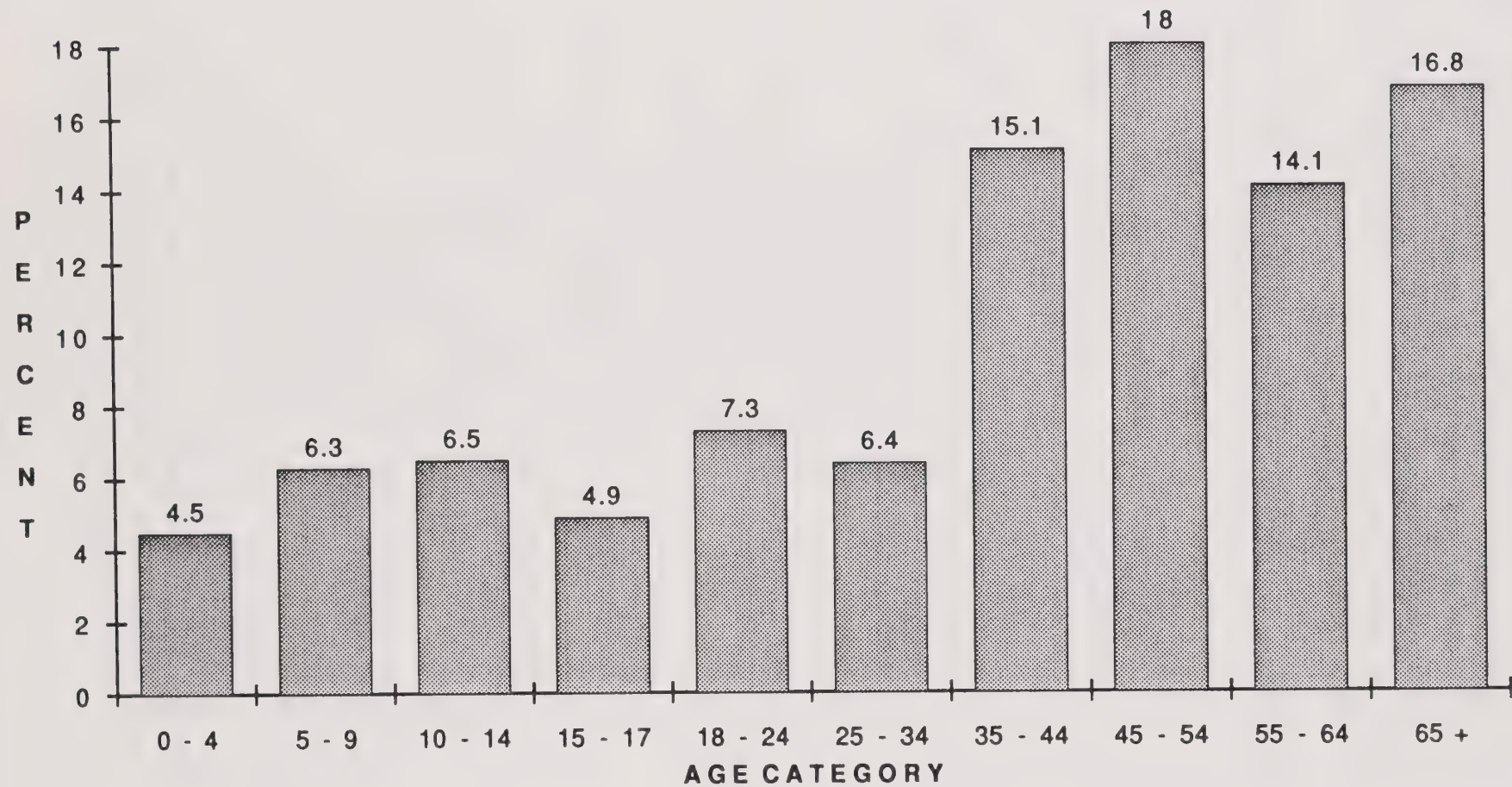
Age Distribution. Hillsborough contains a large percentage of middle aged and elderly persons. Approximately 64 percent of the town's population is over 35 years old, 49 percent is over 45 years old, and a relatively large portion of the population is over 65 years old. The 65 and older segment of the population represents 16.8 percent of the total population (see Figure 1-10).



Source: ABAG, "Projections '90" (1989)



FIGURE 1-9 Household Size 1980-2005



Source: State Census Data Center, STF 1 (1990)

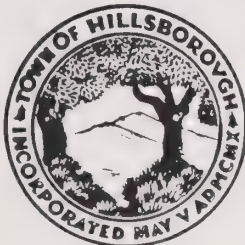


FIGURE 1-10 Age Distribution

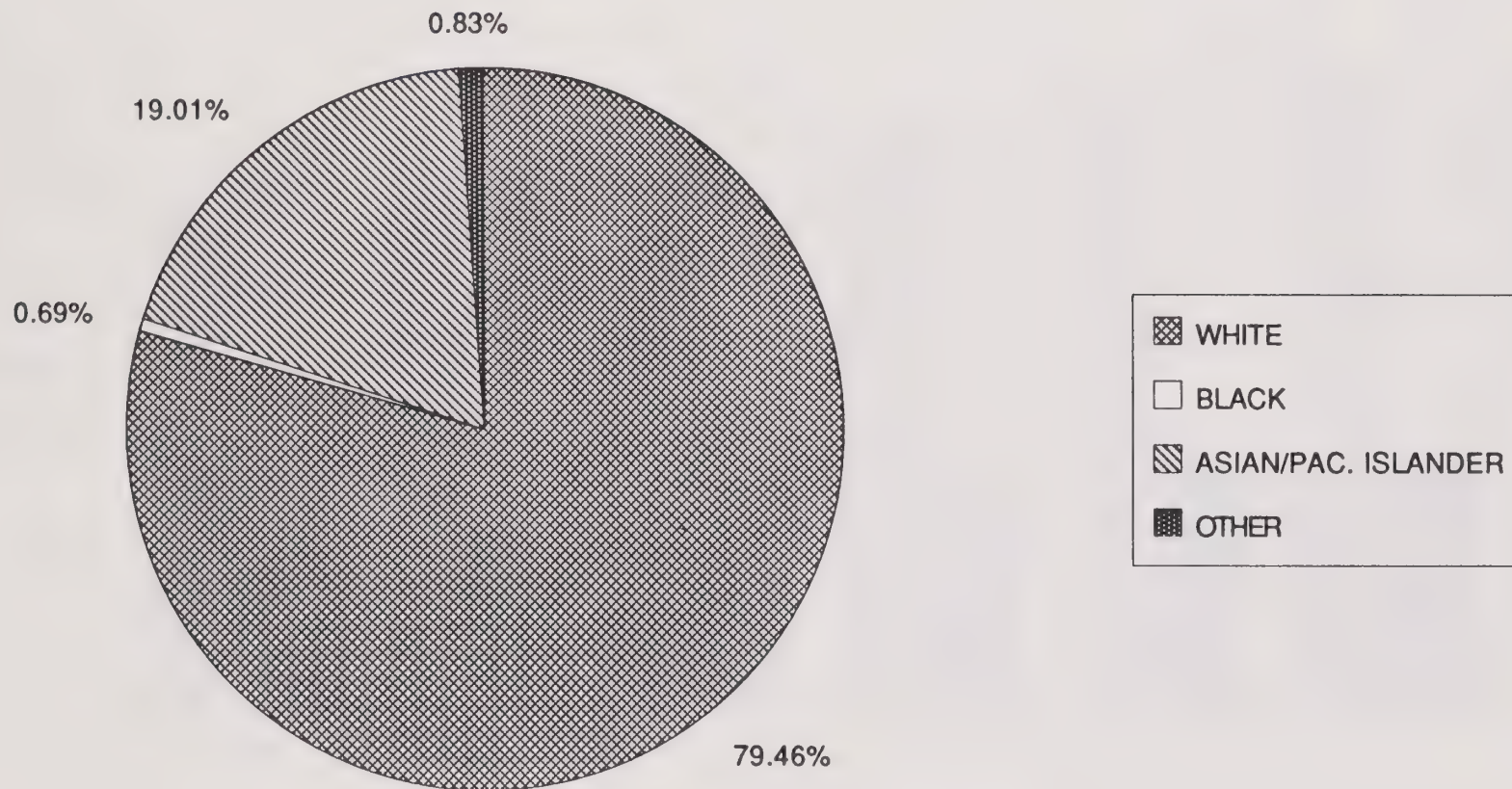
The age distribution of Hillsborough reflects the projected trend from 1990 to 2005 in San Mateo County which forecasts an increase in the population over 65, and a decrease in the population under 18 (DOF, 1986). This trend may have an impact on the future provision of health and social services, and the demand for specialized housing for a growing senior population.

Ethnic Composition. 80 percent of the total population in Hillsborough is white. There has been a marked increase in the town's Asian/Pacific Islander population in the last 10 years. Asians/Pacific Islanders comprised approximately 19 percent of the town's total population in 1990. The black and "other" race categories comprised less than one percent of the total population for each category (see Figure 1-11).

Household Income. Hillsborough has the highest mean household income in San Mateo County and the nine-county San Francisco Bay Area. According to ABAG projections, the 1990 mean household income for Hillsborough residents was \$132,000 in 1990 (1988 dollars). In contrast, 1990 mean household income for the county as a whole was estimated at \$51,700 and \$46,200 for the San Francisco Bay Area. According to ABAG projections, Hillsborough's mean household income will remain at least 2.5 times greater than the county as a whole through the year 2005 (see Figure 1-12).

Housing Characteristics

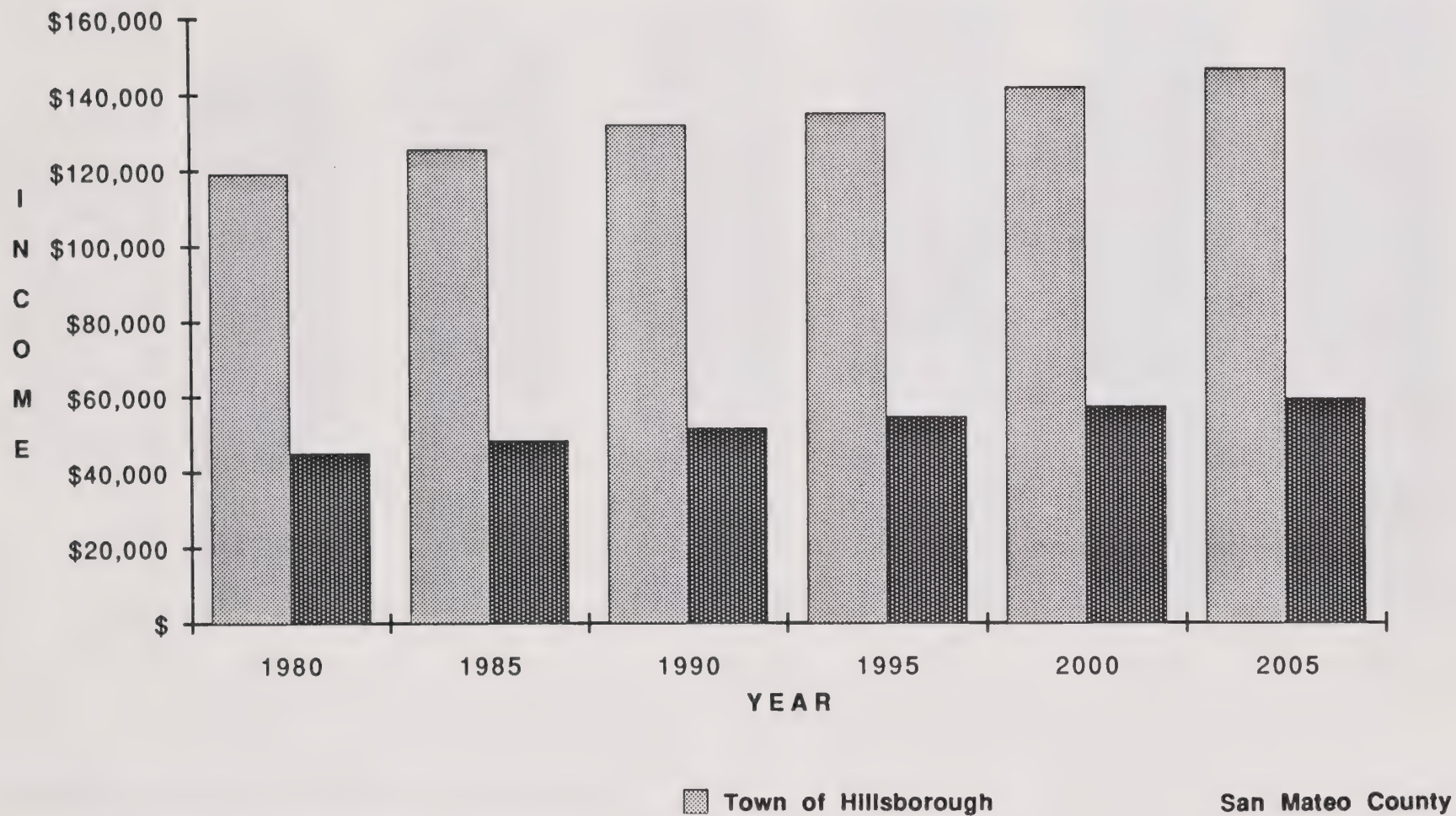
GROWTH IN UNITS. Hillsborough has experienced a steady increase in housing construction since 1980. According to ABAG estimates, from 1980 to 1990 approximately 279 units were added to the town's housing stock. ABAG forecasts that an additional 250 units will be added between 1990 and 2005. 1990 Census figures revealed a higher number of existing housing units in 1990 than ABAG had projected (3,789). Comparing ABAG projections to 1990 Census figures, the largest increase in housing production occurred between 1985 and 1990, when approximately 249 units were built. ABAG's projected trends show that the housing unit growth rate will decline over the next 15 years as Hillsborough reaches build-out and fewer parcels of developable land will be available for housing construction (see Figure 1-13).



Source: State Census Data Center, STF 1 (1990)



FIGURE 1-11 Race Composition



Source: ABAG, "Projections '90" (1989)

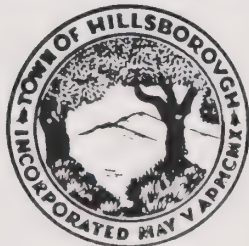
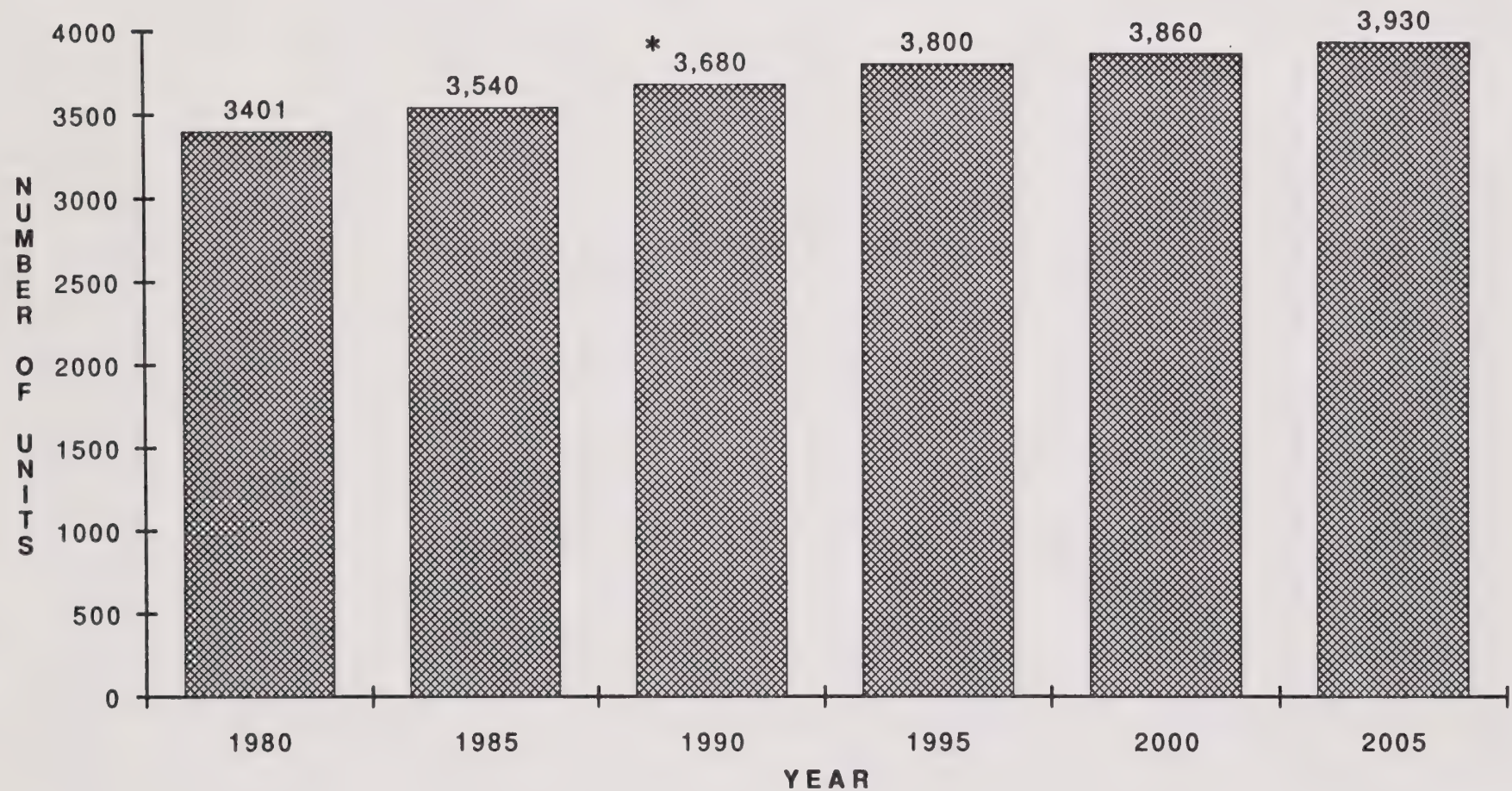


FIGURE 1-12 Mean Household Income 1980-2005



* 1990 census figures counted 3,789 total units in Hillsborough.

Source: ABAG, "Projections '90" (1989)



FIGURE 1-13 Growth in Housing Units

TABLE 1-4. HOUSING CHARACTERISTICS, HILLSBOROUGH 1990

NUMBER OF ROOMS IN HOUSING UNITS			VACANCY RATE	
Rooms	Units	Percent of Total	Units Occupied	Percent
1-2	8	0.2	3,626	95.7
3-4	92	2.0		
5-6	423	11.1	Units Vacant	Percent
7-8	1,468	38.7	163	4.3
9 or more	<u>1,798</u>	47.5		
Total	3,789			
TENURE		UNIT TYPE		
<u>Units</u>	<u>Percent</u>			
Owner Occupied		Single Family		3,763
3,489	96.2	2-4 Plexes		7
Renter Occupied		5 or More Units		5
137	3.8	Mobile Homes		14
Source: 1990 Census Summary Tape File Number 1				

HOUSING CHARACTERISTICS. Presented in Table 1-4 are several characteristics of the existing housing stock in Hillsborough. These statistics were derived from 1990 Census data.

As indicated in Table 1-4 the 1990 vacancy rate in Hillsborough was 4.3 percent. It is estimated by ABAG that an overall vacancy rate of 4 percent is needed to provide for competitive housing market conditions. The vast majority of the town's housing is owner occupied (96 percent), with 86 percent of homes containing seven or more rooms.

As required by the zoning ordinance, the town contains only single-family homes. The higher density units and mobile homes that were counted in the 1990 Census are believed to be the result of census forms that were incorrectly filled out, or by census field workers' mistaken identification. Although not documented or permitted by town zoning law, there is also believed to be some renting of individual rooms within homes which could account for some of the high density population shown in the census results.

AGE OF HOUSING STOCK. The bulk of the housing stock in Hillsborough was constructed between 1950 and 1960 when over 1,000 residences were built. Building activity diminished from 1960 to 1970, when approximately 400 homes were added. Construction activity again picked up between 1970 and 1980 when approximately 900 units were added. Thus, the majority of the town's housing stock is relatively new and in very good condition. Due to the affluent nature of the town, older dwellings are generally well maintained. According to 1990 Census figures, of the 163 vacant housing units only 2 reported units were boarded up or were abandoned.

Subsection 1.3

Open Space and Conservation



1.3 OPEN SPACE AND CONSERVATION

This subsection describes natural resource areas that are regarded as valuable habitat for wildlife, watershed, and visual buffers between developed areas. This subsection also documents the open space resources of the town.

Parks and Recreation. The Town of Hillsborough currently has one public park, a small playground, approximately 1.0 acre located at Chiltern Road and Vista Road. This public park provides limited recreation in the form of swings, slides, and open space. As part of the recreation plan, school grounds in the town are open after hours for public recreation such as basketball, tennis and general sports. Recreation facilities available to the public are shown in Table 1-5.

The Burlingame County Club is a private golf course of 108 acres. While the course is open to members and guests only, the greens and related vegetation do provide a sense of open space for the town.

Although public parks and recreation areas are limited in the town, many residents enjoy large house lots that include swimming pools, tennis courts and basketball courts which help alleviate the need for public recreation facilities. However, many large lots are located on hillsides where the construction of such private facilities would not be feasible. Residents without private recreation facilities would benefit from additional public park improvements.

Although it is considered a county park, Sawyer Camp Trail is a multi-purpose trail located across Interstate Highway 280 from the Town of Hillsborough. The trail is easily accessible to residents of Hillsborough. This trail provides users with a wide paved trail in a natural setting for hiking, jogging, and bicycling; however, some conflicts do occur between users, such as bicyclists and joggers or walkers.

The County of San Mateo is currently planning the construction of a bicycle path which will traverse a portion of the Town of Hillsborough along Crystal Springs Road. Presently, the

TABLE 1-5. PUBLIC RECREATION FACILITIES

LOCATION	TOTAL AREA	RECREATION FACILITIES
Vista Park	1 Acre	Playground
North Hillsborough School 545 Eucalyptus Avenue William H. Crocker 2600 Realston	19 Acres Shared	Tennis Courts Blacktop Playground 2 Playing Fields (Grass)
South Hillsborough School 303 El Cerito Avenue	4.5 Acres	Playground
District Office (Located Across Street from South School) 300 El Cerrito Avenue	4 Acres	Tennis Courts Playing Field (Grass) (Basketball and Soccer) Basketball hoops
West Hillsborough School 376 Barbara Way	5.6 Acres	Playing Field (Grass) Playground
Source: Hillsborough City School District, 1992. Earth Metrics Incorporated, 1992		

feasibility and purpose of the path is still in question. The county's goal is to deter bicycle traffic on Crystal Springs Road, as the road is narrow, and visibility is limited. The proposed bike path may be limited to bicycle use only, rather than multi-use (i.e., pedestrians, skateboards, etc.), in order to limit potential conflicts between users; however, such restrictions may not be enforceable.

Water Resources

WATER SUPPLY. The San Francisco Water Department (SFWD) provides, at wholesale rates, treated water to the Town of Hillsborough from its Hetch Hetchy system. The town pumps and distributes water through a system of 20 water storage tanks, 15 pump stations, and approximately 90 miles of pipe. The varying topography of Hillsborough requires 18 different zones to maintain adequate water pressure (CH2M/Hill Corporation, 1991). A thorough analysis of the town's current water system, including the condition of water tanks and pipelines, can be found in the Water System Analysis for the Town of Hillsborough (CH2M/Hill Corporation, 1991).

The SFWD allotted the Town of Hillsborough approximately 1,122 million gallons of water in 1991, or approximately 3 million gallons per day (mgd). In normal non-drought years, this allocation is approximately 27 percent higher. Water consumption is approximately equal to water supply. The town Municipal Code contains a water conservation ordinance that establishes rules and regulations for water conservation. The ordinance sets allotments for individual residents depending on the lot size of the home and the number of persons per household (Leong, 1991).

SURFACE WATER AND DRAINAGES. Due to the varying topography, a significant number of drainages traverse the Town of Hillsborough. Significant drainages are shown in Figure 1-14. San Mateo Creek and Sanchez Creek contain water almost year round and other significant drainages include Cherry Canyon, the Spencer Lake area, and the Black Mountain area. These drainages all receive and channel water during the wet winter months. These creeks and drainages consist of valuable groundwater recharge areas, especially during periods of heavy rainfall. It should be noted that obstruction of intermittent drainages can contribute to flooding and erosion.

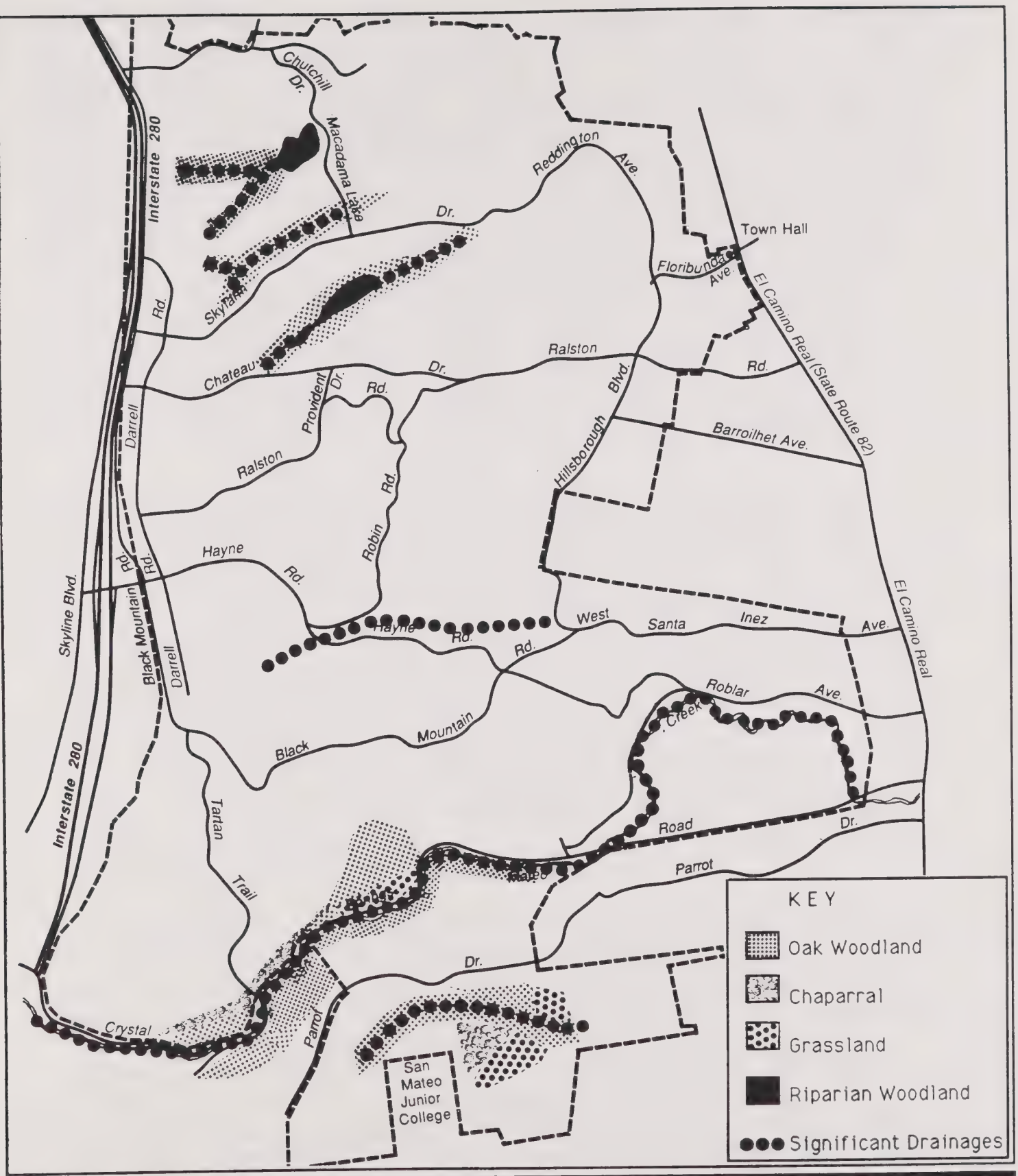


FIGURE 1-14 Significant Drainages and Habitat Types



WATER QUALITY. Detailed information on the water quality of San Mateo Creek is not available. Visual inspection of the creek indicates that the streambanks are stable in most areas and support healthy riparian vegetation. The steep slopes on either side of the creek and near the drainages in the town are covered with trees and dense undergrowth. The root systems of trees increase slope stability and decrease erosion of the hillside, thus preventing landslides and erosion which could lead to the siltation and degradation of water quality of the creek. Because of the high habitat value of riparian corridors, the preservation of trees along creeks and drainages, as well as those on steep slopes, is extremely important. Figure 1-14 contains a detailed map of the various habitats of the open space areas.

Open Space. The Town of Hillsborough has designated certain areas as dedicated open space (see Figure 1-14). These open space lands are dedicated to the town and are thus maintained by the town for public safety, scenic land, watershed, and groundwater recharge areas, and valuable habitat for wildlife. Open space land areas could be utilized for public easements; for the purpose of constructing, operating, and maintaining various public utilities; control of vegetation and weeds; or upkeep of an access road over the property. In most cases, the open space lands are not suitable for other types of development. Generally it is in the public interest to maintain these areas in open use for drainage, flood control, and erosion control. The various habitats found in these areas consist of riparian woodland, oak woodland, chaparral, and disturbed grassland.

RIPARIAN WOODLAND. Riparian woodland vegetation is located along Crystal Springs Road as it parallels San Mateo Creek, as well as along other significant drainages. Broadleaf deciduous trees dominate this mesic habitat and they are able to survive because of the presence of fresh water above and below the ground surface. Examples of trees present in the riparian woodland include California bay laurel (Umbellularia californica), big leaf maple (Acer macrophyllum), and various willows (Salix spp.). Additional vegetation found along creekbanks includes California blackberry (Rubus vitifolius), poison oak (Toxicodendron diversiloba), common snowberry (Symphoricarpos albus), and various ferns. In areas where grading has occurred or a firetrail

has been constructed, invasive non-native plants including pampas grass, yellow star thistle, and bull thistle are prominent.

Riparian ecosystems are important, productive habitats. Root systems of trees of riparian woodland ecosystems are important in erosion control and their dense canopy provides food and shelter for a variety of birds and small mammals, giving the community high habitat value. The vegetation along San Mateo Creek in particular provides routes for movement of mammals and birds as it connects with the large undisturbed watershed lands and State Game Refuge west of Skyline Boulevard. Throughout Hillsborough the riparian habitat is accentuated by the cover afforded by the steep canyons bordering the drainages. These canyons consist mainly of oak woodland habitat.

OAK WOODLAND. The steep canyon of the San Mateo Creek drainage and the other significant drainages among the open space areas in the Town of Hillsborough support significant stands of oak woodland habitat. The dominant trees in the oak woodland habitat are coast live oak (Quercus agrifolia), black oak (Quercus kelloggii), California buckeye (Aesculus californica), California bay laurel (Umbellularia californica), Madrone (Arbutus menziesii), and pine (Pinus spp.). A dense understory is also characteristic of the oak woodland habitat and includes California blackberry (Rubus vitifolius), toyon (Heteromeles arbutifolia), and poison oak (Toxicodendron diversiloba).

Much of the area designated for open space in the Town of Hillsborough is considered undisturbed and valuable wildlife habitat. However, open space areas that border roadways or are located near developed lots, such as the area near San Mateo Junior College and the section of open space that intersects Chateau Drive, contain introduced tree species such as eucalyptus, green wattle, and white poplar. These introduced species do not represent as high a habitat value as do native species. Eucalyptus trees in particular, because of the acidity of their foliage, do not promote the healthy, dense understory growth which provides food and shelter to many animals.

The oak and riparian woodland habitats provide forage and cover for mule deer and other smaller animals including western gray squirrels, spotted skunks, long-tailed weasels, raccoons, and possibly gray fox and bobcats, and herbivores such as brush

rabbits, black-tailed hares, and various mice, voles and smaller rodents. Bats would be expected to roost in the holes of some of the large dead oaks. These habitats also support particularly abundant bird populations. Expected raptors that could possibly nest in the oak woodland or riparian areas of the town include territorial red-shouldered hawks, Cooper's hawks, red-tailed hawks, and great-horned and western screech owls. Sharp-shinned hawks would be expected in the winter. Common nesting birds include California quail, band-tailed pigeons, acorn and hairy woodpeckers, ash-throated and western flycatchers, Steller's and scrub jays, titmice, wrentits, Bewick's wrens, American robins, warbling and Hutton's vireos, orange-crowned and Wilson's warblers, black-headed grosbeaks, rufous-sided and brown towhees, song sparrows, lesser goldfinch and house finch. Many additional species, such as various thrushes, warblers and buntings, would be expected during migration. In winter, kinglets, cedar waxwings, varied and hermit thrushes, and many species of sparrows would be expected to join resident species.

CHAPARRAL AND DISTURBED GRASSLAND. Although the majority of the designated open space areas in the Town of Hillsborough consist of oak woodland and riparian woodland habitats, some of the ridgetops or disturbed areas near development contain chaparral and grassland habitats (see Figure 1-14). The chaparral occurs predominantly on slopes which have greater southern exposure. The chaparral community is characterized by shrub growth covering greater than 90 percent of the ground, and includes chamise, coastal sage, bush lupine, coffeeberry, bush monkeyflower, and poison oak.

The annual grasslands are predominantly composed of grass species, including wild oats, brome grass, and foxtail. Herbs and wildflowers such as mule ears, lupines, fillaree, and vetch are also common. Plants that adapt to disturbed sites occurring along road cuts, trails, and dirt piles include Scotch broom, bull thistle, yellow star thistle, wild radish, mustard and pampas grass. The grassland and chaparral communities are expected to support particularly abundant lizard and snake populations.

Wildlife. The heavily wooded nature of the Town of Hillsborough makes it attractive to a variety of wildlife species. Table

1-6 lists plant species that are expected or have been observed in the town. Table 1-7 lists mammals, reptiles, and amphibians that are expected or have been observed in the town, and Table 1-8 lists bird species that are expected or have been observed in the town. These tables are derived from the visits to the town by staff members of Earth Metrics, previous Environmental Impact Reports, and data compiled by the U.S. Department of Fish and Game.

The Town of Hillsborough is within the range of the black-tailed deer (Odocoileus hemionus columbianus), a subspecies of mule deer. Black-tailed deer can be readily identified by the upper surface of the tail which is black. They are a native mammal and were an important source of food to the Native American Indians who inhabited the area prior to white settlement. Table 1-9 lists areas in the Town of Hillsborough where the deer are most prominent.

The black-tailed deer found in Hillsborough are part of the Santa Cruz herd and are resident, non-migratory, and for the most part, generally live and die in the town. The abundant natural habitat and available open space in the Town of Hillsborough makes it especially attractive to the deer. Unfortunately, as development infringes on deer habitat, decreasing the amount of food available to deer, the deer enter developed lots and feed on human-maintained landscape plants. Non-native plant species, normally used for landscaping purposes, are not preferred deer forage. Deer would generally consume native plant species if urbanization had not reduced native food sources. Due to complaints about an abundance of deer within the town, a study of the deer in Hillsborough was completed by the California Department of Fish and Game (CDFG) in 1988. This study evaluated deer habitat conditions and suitability, studied relative deer densities, identified major migration corridors between different habitats, and determined feasibility of deer population management and control.

The areas of greatest density were the areas that showed the greatest deer movement. San Mateo Creek, Cherry Canyon, Sanchez Creek, and Nueva all showed heavy deer movement. The creeks and open-space corridors are essentially the centers of activity.

TABLE 1-6. PLANT SPECIES EXPECTED IN THE TOWN OF HILLSBOROUGH OR OBSERVED BY EARTH METRICS DURING SITE VISIT (OCTOBER, 1991)*

<u>TREES</u>			
Coast Live Oak	<u>Quercus agrifolia</u>	Madrone	<u>Arbutus menziesii</u>
Black Oak	<u>Quercus kelloggii</u>	Cal. Bay	<u>Umbellularia californica</u>
Big-leaf Maple	<u>Acer macrophyllum</u>	Cal. Buckeye	<u>Aesculus californica</u>
Box Elder	<u>Acer negundo</u>	Arroyo Willow	<u>Salix lasiolepis</u>
<u>SHRUBS AND VINES</u>			
Toyon	<u>Heteromeles arbutifolia</u>	Monkeyflower	<u>Mimulus auranticatus</u>
Coyote Brush	<u>Baccharis pilularis</u>	Chamise	<u>Adenostoma fasciculatum</u>
Poison Oak	<u>Toxicodendron diversiloba</u>	Elderberry	<u>Sambucus mexicana</u>
Cal. Blackberry	<u>Rubus vitifolius</u>	Wild Rose	<u>Rosa californica</u>
Coffeeberry	<u>Rhamnus californica</u>	Bush Lupine	<u>Lupinus arboreus</u>
Cal. Myrtle	<u>Myrtica californica</u>	Scotch Broom	<u>Cystisus scoparius</u>
Cal. Sagebrush	<u>Artemesia californica</u>	Pampas Grass	<u>Cortaderia selloana</u>
		Gooseberry	<u>Ribes sp.</u>

(CONTINUED)

TABLE 1-6 (CONTINUED). PLANT SPECIES EXPECTED IN THE TOWN OF HILLSBOROUGH
OR OBSERVED BY EARTH METRICS DURING SITE VISIT
(OCTOBER, 1991)*

FERNS, HERBS AND WILDFLOWERS

Columbine	<u>Aquilegia formosa</u>	Popcorn Flower	<u>Plagiobothrys sp.</u>
Buttercup	<u>Ranunculus californica</u>	Blue-eyed Mary	<u>Collinsia sparsiflora</u>
Larkspur	<u>Delphinium nudicaule</u>	Indian Paintbrush	<u>Castilleja sp.</u>
Blue-eyed Grass	<u>Sisyrinchium bellum</u>	Indian Warrior	<u>Pedicularis densiflora</u>
Douglas Iris	<u>Iris douglasiana</u>	Sedge	<u>Carex sp.</u>
Clover	<u>Trifolium sp.</u>	Rush	<u>Juncus sp.</u>
Buckwheat	<u>Eriogonum latifolium</u>	Vetch	<u>Vicia sp.</u>
Fennel	<u>Foeniculum vulgare</u>	Woodwardia Fern	<u>Woodwardia fimbriata</u>
Mustard	<u>Brassica sp.</u>	Polypody Fern	<u>Polypodium californica</u>
Radish	<u>Raphanus sativa</u>	Sword Fern	<u>Polystichum munitum</u>
Soap Plant	<u>Chlorogallum pomeridianum</u>	Yarrow	<u>Achillea millefolium</u>
Cal. Poppy	<u>Escholzia californica</u>	Mules Ears	<u>Wyethia angustifolia</u>
Johnny Jump-up	<u>Viola pedunculata</u>	Woolly Sunflower	<u>Eriophyllum sp.</u>
Ox tongue	<u>Pichris echoides</u>	Brome Grass	<u>Bromus sp.</u>
Lupine	<u>Lupinus sp.</u>	Wild Oats	<u>Avena barbata</u>
Fairy Lanterns	<u>Calochortus alba</u>	Wild Barley	<u>Hordeum sp.</u>
Small White	<u>Nemophila parviflora</u>	Fescue	<u>Festuca sp.</u>
Baby Blue Eyes	<u>Nemophila menziesii</u>	Storcksbill	<u>Erodium sp.</u>
Lotus	<u>Lotus sp.</u>	Red Maids	<u>Calandridia ciliata</u>
Wild Hyacinth	<u>Brodiaea peduncularis</u>	Lacepod	<u>Thysanocarpus radians</u>
Wild Onion	<u>Allium sp.</u>	Thistle	<u>Cirsium sp.</u>
Wally Basket	<u>Tritelia laxa</u>	Plantain	<u>Plantago sp.</u>
Common Fiddleneck	<u>Amsinkia intermedia</u>	Bedstraw	<u>Galium sp.</u>

* Not a complete list.

References: Munz, 1959; Barbour and Major, 1977.

TABLE 1-7. LIST OF MAMMALS, REPTILES AND AMPHIBIANS EXPECTED IN THE TOWN OF HILLSBOROUGH

MAMMALS

Opossum	Beechy Ground-Squirrel
California Mole	Western Gray Squirrel
Little Brown Myotis	Valley Pocket Gopher
California Myotis	Heerman Kangaroo Rat
Raccoon	Western Harvest Mouse
Long-Tailed Weasel	Deer Mouse
Spotted Skunk	Brush Mouse
Striped Skunk	Dusky-Footed Woodrat
Coyote	California Vole
Brush Rabbit	Gray Fox
Desert Cottontail	Mule Deer
Bobcat	

REPTILES

Western Fence Lizard	Sharp-Tailed Snake
Western Skink	Striped Racer
Western Whiptail	Western Yellow-Bellied Racer
Southern Alligator Lizard	Gopher Snake
Northern Alligator Lizard	Common Kingsnake
Rubber Boa	Common Garter Snake
Ring-Necked Snake	Terrestrial Garter Snake
Western Rattlesnake	

AMPHIBIANS

California Newt	Western Toad
Ensatina	Pacific Treefrog
Arboreal Salamander	California Slender Salamander

References: Stebbins (1966); Burt and Grossenheider (1976).

TABLE 1-8. BIRD SPECIES EXPECTED IN THE TOWN OF HILLSBOROUGH OR OBSERVED BY EARTH METRICS DURING SITE VISIT (APRIL, 1989)*

SPECIES	HABITAT/ SEASONALITY	SPECIES	HABITAT/ SEASONALITY
<u>BIRDS</u>			
Turkey Vulture	O/W	Winter Wren	W/W
Red-Tailed Hawk	O/R,	California Thrasher	C/R,N
Red-Shouldered Hawk	W/R,N	Northern Mockingbird	W/R,N
Cooper's Hawk	O,W/M,W,N	American Robin	W/R,N
Sharp-Shinned Hawk	O,WM,W	Varied Thrush	W/W
California Quail	W,C/R,N	Hermit Thrush	W,/W
Mourning Dove	C/R,N	Ruby-Crowned Kinglet	W/W
Band-Tailed Pigeon	W/R,N	Cedar Waxwing	W/W
Western-Screech Owl	W/R,N	Starling	W/R,N
Great-Horned Owl	W/R,N	Solitary Vireo	W/S,N
Northern Pygmy-Owl	W/W	Warbling Vireo	W/S,N
White-Throated Swift	O/R	Hutton's Vireo	W/S,N
Anna's Hummingbird	C/R,N	Orange-Crowned Warbler	W,C/S,N
Allen's Hummingbird	C/S,N	Yellow-Rumped Warbler	W/W
Common Flicker	W/RN	Townsend's Warbler	W/W
Hairy Woodpecker	W/W	Wilson's Warbler	W/S,N
Acorn Woodpecker	W/R	MacGillivray's Warbler	C/M
Downy Woodpecker	W/R,	Brown-Headed Cowbird	W/R,N
Red-Breasted Sapsucker	W/W	Northern Oriole	W/S,N
Ash-Throated Flycatcher	C/S,N	Black-Headed Grosbeak	W/S,N
Pacific Slope Flycatcher	W/S,N	Lazuli Bunting	W,C/M
Western Wood Pewee	W/S,N	House Finch	C/RN
Cliff Swallow	O/S	Purple Finch	W/R,N
Steller's Jay	W/R,N	Pine Siskin	W/W
Scrub Jay	C/R,N	American Goldfinch	C/R,N
Chesnut-Backed Chickadee	W/R,N	Lesser Goldfinch	C/R,N
Plain Titmouse	W/R,N	Lawrence's Goldfinch	C/M
Common Bushtit	W,C/R,N	California Towhee	W,C/R,N
Wrentit	C/R,N	Rufous-Sided Towhee	W,C/R,N
Brown Creeper	W/R,N	Dark-Eyed Junco	W/R,N
White-Breasted Nuthatch	W/W	White-Crowned Sparrow	W,C/N
House Wren	W/S,N	Golden-Crowned Sparrow	C/W
Bewick's Wren	W,C/R,N	Lincoln's Sparrow	C/W
		Song Sparrow	W/R,N

TABLE 1-8 (CONTINUED). BIRD SPECIES EXPECTED IN THE TOWN OF HILLSBOROUGH
OR OBSERVED BY EARTH METRICS DURING SITE VISIT
(APRIL, 1989)*

Habitats

W = Oak Woodland

O = Overhead

C = Chaparral

Seasonality

R = Resident

M = Migrant

S = Summer

W = Winter

N = Likely nests on-site

* Not a complete list

References: National Geographic Society (1983) and Sequoia Audubon Society (1975).

TABLE 1-9. LIST OF SURVEY AREAS, TOTAL DEER AND RELATIVE DEER NUMBERS

	APPROXIMATE ACREAGE	TOTAL DEER	DEER/ACRE
Nueva	33	14	0.4
Sanchez Creek	54	23	0.4
Burlingame Country Club	113	38	0.3
Spencer Lake	40	13	0.3
Hillsborough Park	21	6	0.3
Cherry Canyon	16	6	0.4
I-280	115	27	0.2
Hillsborough Park No.2	7	3	0.4
Black Mt.	16	4	0.3
San Mateo Creek	37	22	0.6
Celia T. Clark Park	80	24	0.3
Source: California Department of Fish and Game, 1988.			

The deer density per acre ranged from 0.2 for the corridor along I-280 to 0.6 for San Mateo Creek. As development continues and deer habitat diminishes, the deer population should adjust to the new carrying capacity of their environment. However, the feeding of the deer by local residents artificially increases the carrying capacity of the habitat and subjects deer to the hazards of overpopulation. Deer population control measures include sterilization, relocation, and hunting. Relocation is neither recommended nor undertaken by the CDFG, due to the high mortality rate of relocated deer. The high cost of capture and surgical implantation, coupled with the high proportion of does which need to be implanted to stabilize the population, contributes to the failure of sterilization as an option. Lastly, hunting is not feasible due to the urban nature of the area. The most viable long-term solution to the deer-human conflict is deer-proof fencing. This way, the deer population problem will correct itself and will ultimately be brought into balance with the area's carrying capacity. Otherwise, deer numbers will be reduced through disease, road accidents, poaching, or other such eventualities.

SENSITIVE SPECIES. The Town of Hillsborough contains known habitat for state listed endangered species and federal candidate species for listing. These species are listed in Table 1-10. The data on threats and biological vulnerability for the Category 2 candidate species are not completely known. These species do not have protection under the Endangered Species Act, but their status is reviewed periodically to determine if the data on their vulnerability is sufficient for them to be placed as a Category 1 candidate (those species which are under sufficient threat to be placed on the endangered species list) or removed from the candidate list.

The Cooper's hawk (Accipiter cooperii) is considered a species of special concern by the CDFG because of habitat loss (Remsen, 1978). This hawk is found in heavily forested areas, including oak woodlands in San Mateo County. It usually nests in large trees in the proximity of creeks. Ideal nesting habitat occurs for this species in the woodlands adjacent to San Mateo Creek.

TABLE 1-10. SENSITIVE SPECIES

<u>Species</u>	<u>Ranking</u>
<u>INSECTS</u>	
- Bay Checkerspot butterfly (<u>Euphydryes editha bayensis</u>)	Fed. endangered
- Mission blue butterfly (<u>Icaricia icarioides missionensis</u>)	Fed. endangered
<u>PLANTS</u>	
- San Mateo woolly sunflower (<u>Erlophyllum catilobum</u>)	Fed. candidate
- White rayed penta draeta (<u>Dentachaeta bellidiflora</u>)	Fed. candidate
- San Francisco owl's clover (<u>Orthocarpus floribundas</u>)	Fed. candidate
- Diablo rock rose (<u>Helianthella castanea</u>)	Fed. candidate
- San Francisco gumplant (<u>Grindelia maritima</u>)	Fed. candidate
- San Francisco campion (<u>silene verecunda</u>)	Fed. candidate
- San Mateo thornmint (<u>Acanthomintha dovata</u>)	Fed. endangered

(CONTINUED)

TABLE 1-10 (CONTINUED). SENSITIVE SPECIES

<u>Species</u>	<u>Ranking</u>
- Fountain thistle (<u>Cirsium fontinale fontinale</u>)	Fed. endangered
- Marin dwarf flax (<u>Hesperolinon congestum</u>)	Fed. candidate
- Fragrant fritillary (<u>Fritillaria liliacea</u>)	Fed. candidate
- Mount Hamilton thistle (<u>Cirsium campylon</u>)	Fed. candidate
- San Francisco wallflower (<u>Erysimum franciscanum franciscanum</u>)	Fed. candidate

Subsection 1.4

Public Safety



1.4 PUBLIC SAFETY

This subsection describes the potential safety hazards in the Town of Hillsborough. Safety hazards include seismic concerns, slope stability, hazardous materials and water quality concerns, as well as fire hazards.

Hazards in the Town of Hillsborough could result from rain or drainage-induced slope failure, earthquake-induced slope failure, landslides, ground shaking during an earthquake, and from flooding as a result of dam failure. Flood damage caused by stormwater during a 100-year flood event is not expected in the Town of Hillsborough. The town is located within an area of minimal flooding and is listed on the National Flood Insurance Program Community Status List as a non-flood-prone community (Flood Insurance Rate Map (FIRM), 1984).

Areas susceptible to landslides, landslide deposits, areas of recorded landslide activity, areas of increased probability of slope failure during an earthquake, and areas of flooding due to dam inundation are detailed and described below for the Town of Hillsborough.

Seismic Safety. The Town of Hillsborough is located in the San Francisco Bay region of California near the convergence point of the North American and Pacific Plates. San Francisco Bay was formed by historical fault systems, and cities surrounding the bay lie near active and inactive faults. Earthquake intensities tend to diminish with distance from the epicenter as the ground absorbs shockwaves. Because the Town of Hillsborough is close to a major fault, damage to buildings near known active faults will depend greatly on the types of soil and the duration of the earthquake.

The Town of Hillsborough is located near several active and semi-active faults. An active fault is defined as one that has moved within the last 10,000 years. Similarly a semi-active fault is one that has not moved within the last 10,000 years but has moved within the last 4 million years. The largest, the San Andreas fault, is located within 2,000 feet of the western town boundary. An historic earthquake on this fault near the Town of Hillsborough measured approximately 7.0 on the Richter Scale in 1838 (U.S. Department of Interior, 1989). No major damage was

reported to buildings in the Town of Hillsborough after the Loma Prieta earthquake of October 17, 1989 (Hillsborough Building and Planning Department, 1991). This earthquake, which measured 7.1 on the Richter scale, was centered on the San Andreas fault near the town of Santa Cruz, which lies 35 miles to the south. The Seal Cove and San Gregorio faults stretch along the coast approximately 15 miles southwest of Hillsborough. Other active faults include the Green Valley and Concord faults, located 40 miles to the northeast, and the Las Positas and Greenville faults located approximately 30 miles to the east of the Town of Hillsborough. These faults and fault traces are considered less active; that is, no earthquakes have occurred on these faults within the last 200 years.

The Hayward fault is located approximately 15 miles northeast, and the Calaveras fault lies 26 miles northeast of the Town of Hillsborough. Both faults are considered active by the California Division of Mines and Geology and the U.S. Geological Survey (USGS). Recent occurrences on these faults include a magnitude 7.0 earthquake on the Hayward fault in 1868 and a magnitude 6.2 earthquake in 1984 on the Calaveras fault.

The Town of Hillsborough does not lie within the Alquist-Priolo Special Studies Zone. The Alquist-Priolo Special Studies Zone Act was passed by the State of California legislature in 1972, initially to study earthquake hazards associated with the San Andreas fault. This act instructs local city and county governments to withhold building permits until investigations demonstrate that sites are not threatened by surface displacement or hazards associated with faulting. The nearest Alquist-Priolo Special Studies Zone is located at least 1,300 feet west of the Town of Hillsborough and varies from 400 to 1,000 feet wide on either side of the San Andreas fault (USGS Alquist-Priolo). Ground rupture associated with seismic activity can occur near faults but is not expected to occur in the Town of Hillsborough due to its distance from the San Andreas fault.

Liquefaction is a soil condition describing soils that behave like liquids during an earthquake. Liquefaction is associated with increased damage to structures. Soils deposited in an alluvial fashion or layers of loosely composited sands and gravels combined with a high water table may produce this condition during an earthquake. Soils in the Town of

Hillsborough are not likely to undergo liquefaction during a sizable earthquake event.

Slope stability during an earthquake is shown in Figure 1-15. Shaded areas indicate areas in which 25 percent or less of the total area shown will fail during a major earthquake. Failed slopes will include falls, slides, block slides, slumps of soil and rock and lateral spreads of soil. Figure 1-15 shows elevated areas with a higher probability of earthquake-induced landslides covering approximately 65 percent of the southwest town area, along the hills of Buri Buri ridge. This information can be useful in planning emergency response and in routing lifeline transportation corridors.

At present, no earthquake preparedness plan exists in the Town of Hillsborough. A Seismic Safety Element will help prepare residents for a future maximum credible earthquake event of magnitude 7.4 to 8.5 on the Richter Scale centered on the nearby San Andreas fault.

Slope Stability. Two locations have experienced slope failure within the last 30 years, according to the City Engineer. In one incident, erosion contributed to slope failure and caused damage to a nearby structure. The other incident was caused by leaking telephone transmission (conduit) or stormwater and sewer lines filled with water in a steep area susceptible to slope failure. Slope activity can increase where there is inadequate subsurface drainage and the weight of water, buildings, and soil exceeds shear strength. Retaining walls and graded slope are available methods of stabilizing slopes.

Areas of greatest slope and ground shaking in the Town of Hillsborough are found in Figure 1-16. Areas of natural scarps, landslides, photointerpreted and field mapped landslide deposits, and areas of flooding as a result of dam failure are mapped for the Town of Hillsborough in Figure 1-17. Landslide deposits are the visible product of landslide activity and are composed of fresh and weathered rock fragments. They are mapped from aerial photographic review and field checks. Concealment of these deposits by dense forests, development, and construction and grading activity prevents mapping in some areas. Areas shown on Figure 1-17 with a higher density of landslide deposits indicate more susceptibility to landslide activity. Figure 1-17 can be

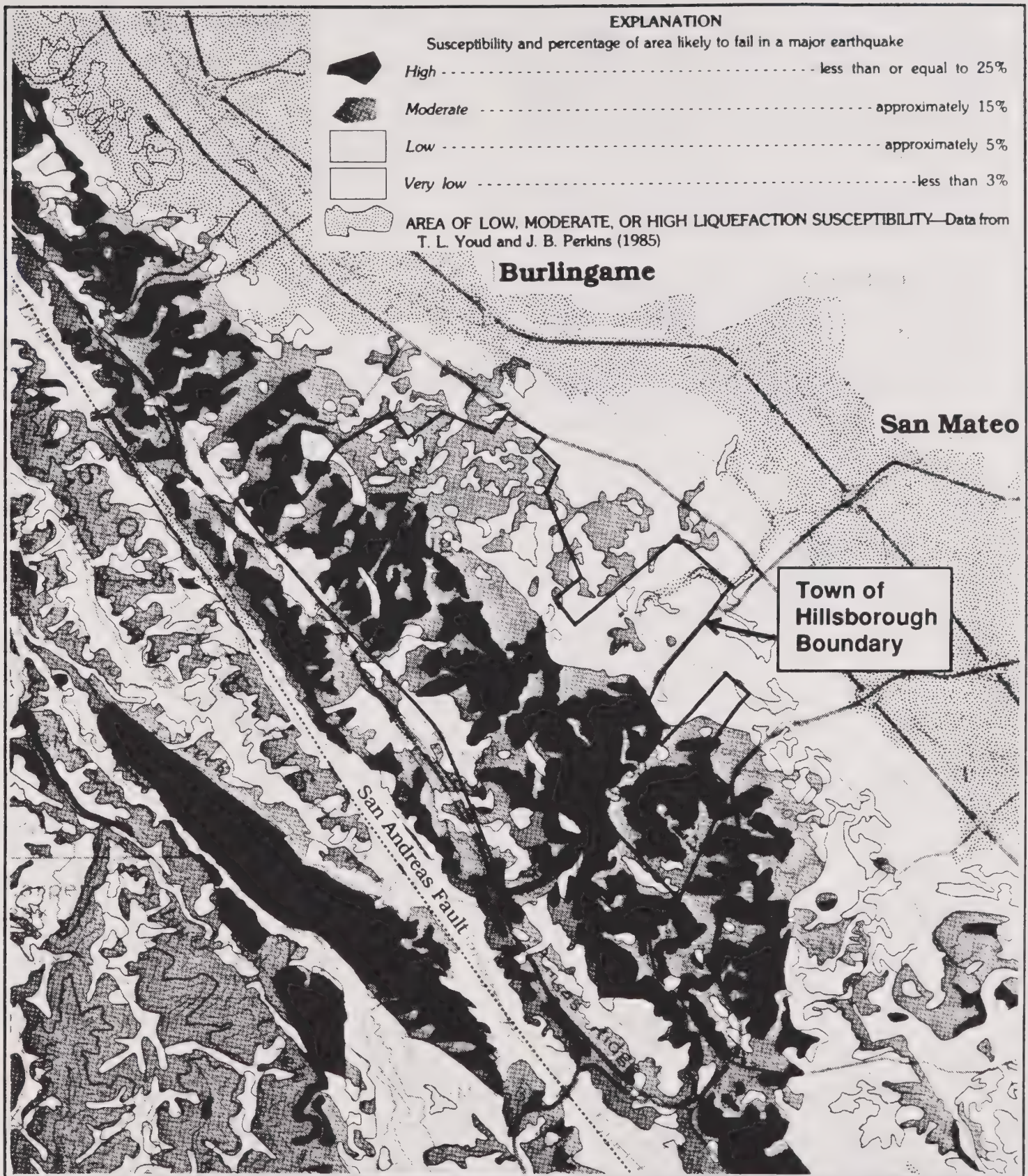


FIGURE 1-15 Map Showing Slope Stability during Earthquakes



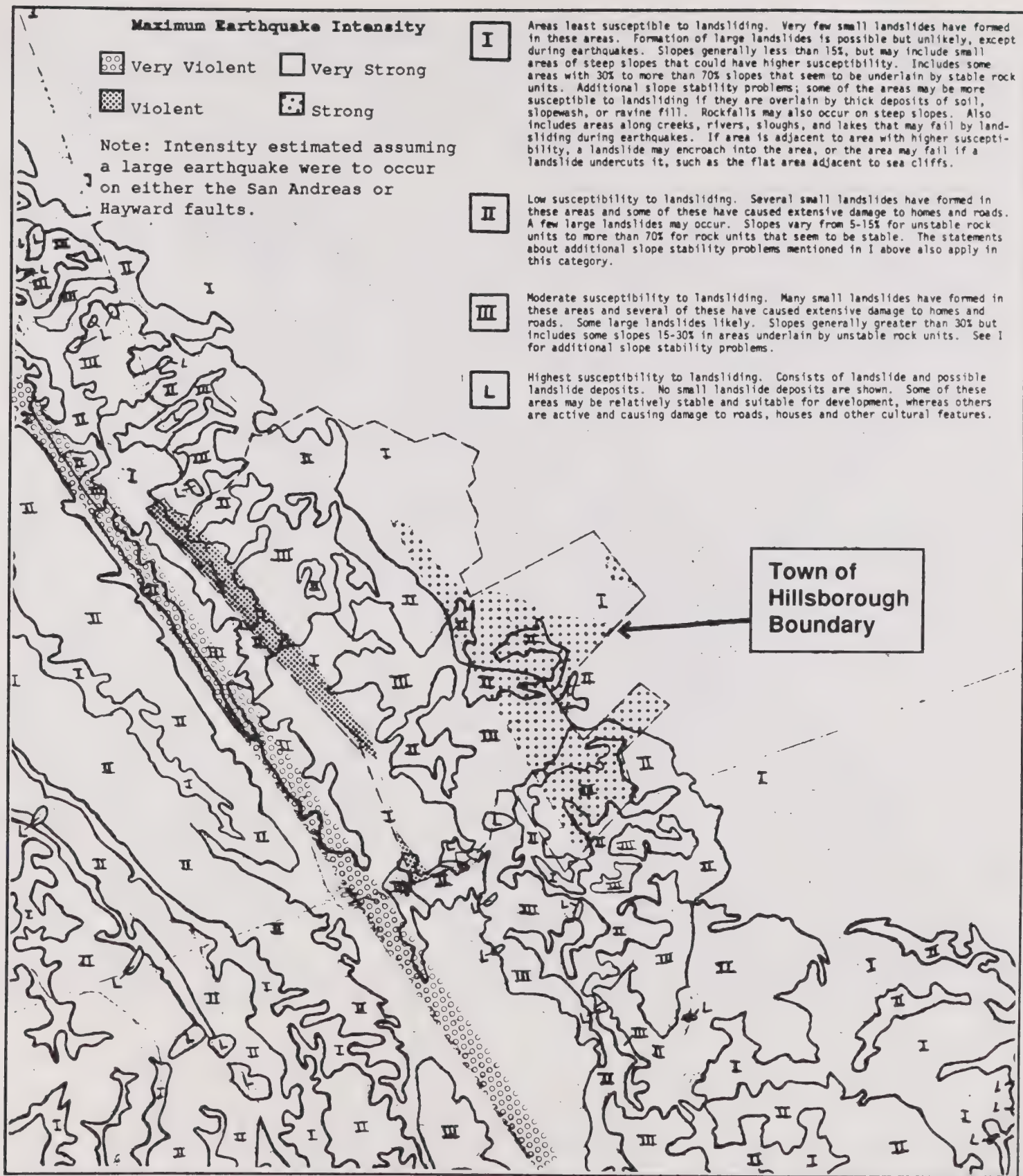


FIGURE 1-16 Slope Map and Areas of Areas of Increased Potential for Ground Shaking in the Town of Hillsborough





Areas of Historic Landslide

▲ Small landslide deposits, 50-500 feet in maximum dimension

Area of Flooding from Failure of Crystal Springs Reservoir and San Andreas Lake

FIGURE 1-17 Areas of the Town of Hillsborough of known Landslide Deposits and Area of Inundation from Dam Failure



used to determine when landslides may cause problems but not to prove where none are shown to exist.

Landslide activity seems to take place within or adjacent to areas that have a history of landsliding. Landslide deposits are often associated with erosion and are easily discernable from uneroded topography.

Hazardous Materials and Water Quality. The Town of Hillsborough has a single residential zoning classification. Accordingly, there are no businesses that store or use hazardous materials in their structures listed with the San Mateo County Health Services Department Division of Environmental Health (DEH). No gasoline stations with underground storage tanks (USTs) are present within the town boundaries. Twelve gasoline and fuel oil USTs are registered with the Hillsborough Fire Department. Many more residences may have underground fuel tanks not registered with the Hillsborough Fire Department. The San Mateo County DEH does not require registration of USTs used in the Town of Hillsborough.

One fuel leak is listed with the DEH and is located at 1152 Forest View Road. Several monitoring wells were reported installed at this site, and this fuel leak case is listed on the State Cortese List (AB 3750) and the Regional Water Quality Control Board (RWQCB) fuel leak lists. No other sites were listed in the Town of Hillsborough on the lists reviewed.

Approximately 23 irrigation wells are listed with the Hillsborough Fire Department (HFD), and approximately 24 were installed this year (1991) and were permitted by the DEH. The county oversees installation but does not take an active role in water quality tests of these wells or other maintenance. The San Francisco Water Department is responsible for supplying potable water to the Town of Hillsborough. The department transports water from Hetch Hetchy water reservoir located in the Sierra Nevada Range. Water from individual property wells in the Town of Hillsborough is used for landscape irrigation.

There are no established hazardous materials transportation routes within the town boundaries, and independent trucks transporting hazardous materials are not allowed to use Interstate 280, located to the west of the Town of Hillsborough.

Fire Hazards. The HFD headquarters is located at 1600 Floribunda Avenue. The HFD employs 27 sworn fire fighters, using three stations, three engines, one salvage (unit), and one rescue unit. Fire fighters pass written and physical training and have regular drills. As areas of Hillsborough are developed, new fire equipment will be added to meet building fire requirements. Additional fire services would comply with individual project needs. Generally the provision of 2.5 officers per 1,000 persons population is considered an excellent service ratio.

Hose pressure for new installed fire hydrants meets the minimum specification of 1,250 gallons per minute (gpm). The town is divided among three stations, and the maximum response time is restricted to 8 to 10 minutes. Mobility of fire equipment and trucks is limited by cul-de-sac turning radii; however, all residential areas in the Town of Hillsborough have adequate fire equipment access and road widths.

Disaster planning is described in the San Mateo County Emergency Planning Document for larger disasters. The San Mateo County Sheriff is the lead agency for larger disasters. Other agencies used in the event of large disasters include the State Department of Forestry, the Agency for Aging, local schools, the San Mateo Probation Department, SamTrans, CALTRANS, San Francisco International Airport, the Red Cross, and private bus companies.

For smaller events, the HFD would coordinate efforts among the Hillsborough Police and Public Works Departments and surrounding cities in containment and rescue efforts. Heads of these departments would act under the City Manager's command for controlling small disaster events. The role of these agencies would be to control access to restricted areas, evacuate people and animals, keep the public and onlookers away from the affected area, and help to secure people and property from damage.

Evacuation routes for small and large disasters in the Town of Hillsborough will follow main arterial roadways if open (when available). Evacuation routes would avoid smaller streets, congested areas and dead-ends. Guides could be used to help aid emergency efforts and find people lost in the disaster area.

Control of wildfire in most open areas is best accomplished by cutting fire trails, trimming grass and removing unwanted

branches (fuel load), and by planting indigenous and fire retardant vegetation. Fire breaks varying in width from eight to several hundred feet are found throughout the Town of Hillsborough. Residential home fire control starts with homeowner awareness and fire hazard inspection by a knowledgeable person.

Subsection 1.5

Circulation



1.5 CIRCULATION

This subsection describes the existing roadway network in the Town of Hillsborough. The roadway network has been assessed in relation to traffic conditions in order to document existing transportation network suitability to satisfy town needs.

Regional Access. Regional access to Hillsborough is provided by State Route 92 (SR 92), U.S. Highway 101, El Camino Real, and Interstate Highway 280 (I-280). As the Town of Hillsborough is a residential community, regional access is important. Residents must commute for work and shopping. The Cities of Burlingame and San Mateo provide locations for work, services, and shopping; however, San Francisco, San Jose, and Palo Alto are frequent destination points for Hillsborough residents.

SR 92, a major east/west route in San Mateo County extending easterly to Hayward in Alameda County. SR 92 is built to full freeway standards, with four lanes and a center divider. SR 92 currently accommodates an average daily traffic (ADT) volume of approximately 64,000 vehicles per day at Polhemus Road near the Town of Hillsborough. This route is linked to the Town of Hillsborough via Polhemus Road and Crystal Springs Road (see Figure 1-18).

U.S. Highway 101, located east of the Town of Hillsborough, is one of the main north/south roadways in the San Francisco Peninsula area. In San Mateo County, U.S. Highway 101 is built to full freeway standards, with eight lanes and a center divider. It currently accommodates a two-way ADT volume of approximately 237,000 vehicles per day. U.S. Highway 101 is linked to the Town of Hillsborough via 3rd Avenue, Crystal Springs Road, and Peninsula Avenue.

El Camino Real (State Route 82) is a major north/south arterial extending from San Francisco to south of San Jose. The number of lanes, pedestrian access, and on-street parking facilities of SR 82 vary along the route from one community to another. In Burlingame near the Town of Hillsborough, SR 82 has four lanes. The ADT volume on SR 82 near Hillsborough is approximately 30,000 vehicles per day (see Figure 1-18).

I-280 is located southwest of the Town of Hillsborough. It is a north/south roadway extending from San Jose to San Francisco.

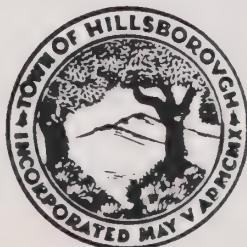
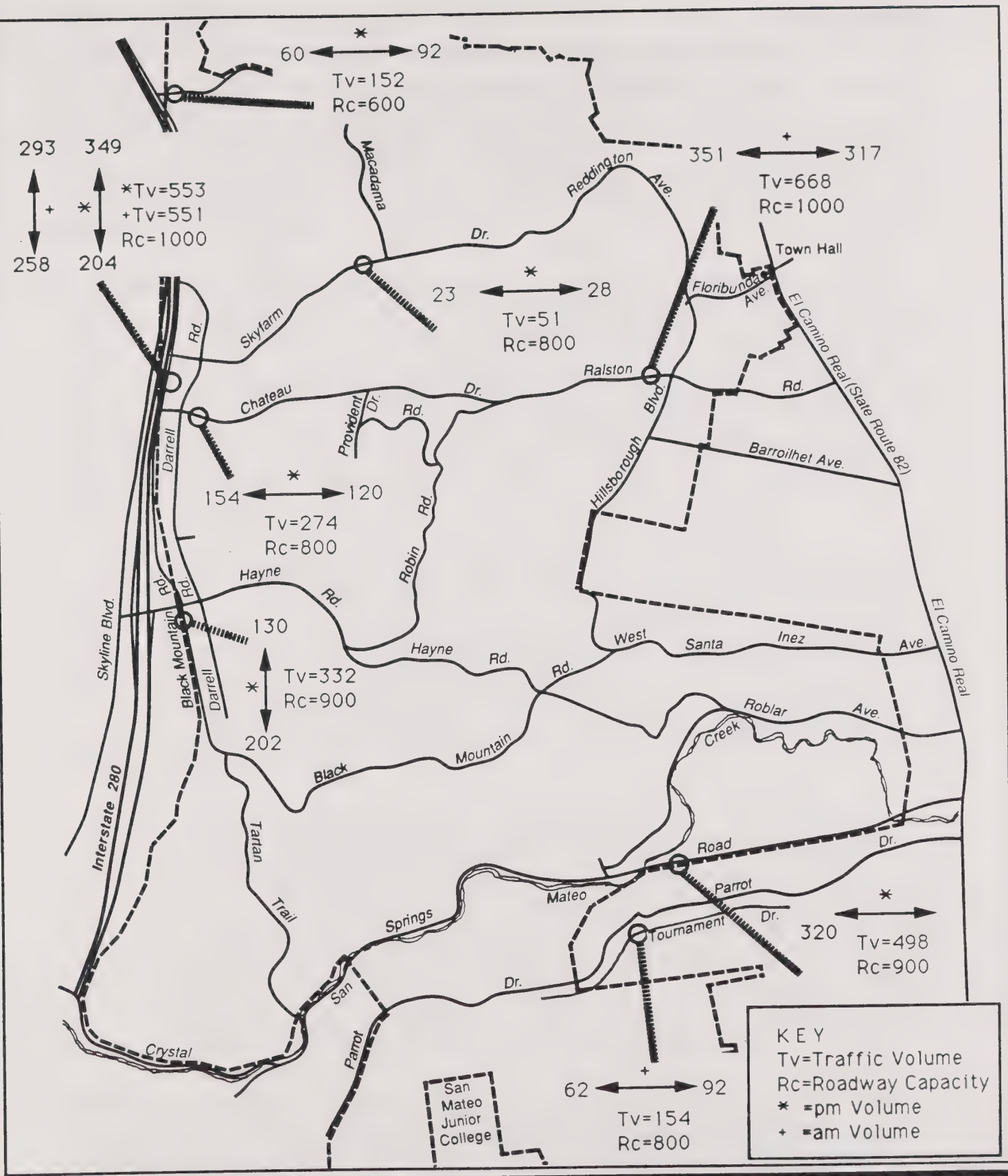


FIGURE 1-18 Existing am/pm Traffic Volumes on Major Roadways within the Town of Hillsborough



NO SCALE

I-280 has four to five lanes in each direction near the Town of Hillsborough. It accommodates a two-way ADT volume of approximately 81,000 vehicles per day. The highway is connected to Skyline Boulevard, which provides access to Hillsborough via Crystal Springs Road, Hayne Road, Skyfarm Drive, and Hillsborough Boulevard (see Figure 1-18).

Local Access. Arterials are either relatively high speed/high capacity roads serving relatively long trips that provide access to regional transportation facilities or medium speed/capacity roads for travel within the community and access to the county-wide arterial highway system. Access to arterials is usually via collector roads and local streets. Primary west/east roadways include Crystal Springs Road, Hayne Road (which later changes to Santa Inez Avenue), and Chateau Drive (which later changes to Ralston Avenue).

Collectors are relatively low speed/low volume streets, typically two lanes, for circulation with and between neighborhoods. These roads serve relatively short trips and are meant to collect trips from local streets and distribute them to the arterial network. Collector roads in the Town of Hillsborough include Tournament Drive, Parrott Drive, Stonehedge Road, Tartan Trail Road, Skyline Boulevard and El Cerrito Avenue, Summit Drive, Skyfarm Drive, and Hillsborough Boulevard.

Local streets are low speed/low volume roadways that provide direct access to abutting land uses. Driveways to individual homes, on-street parking, and pedestrian access are allowed along local streets. In the Town of Hillsborough, on-street parking is provided on parking strips along the roadway. In many areas, the roadway and related right-of-way provide adequate room for both pedestrians and bicycle riders. Almost all the roadways in the town function as local roadways because nearly all roadways are narrow and provide direct access only to individual driveways.

Circulation System. Traffic volume data were compiled from data published by the California Department of Transportation (CALTRANS), the County of San Mateo, and other traffic-related reports prepared for the Town of Hillsborough. To assess the characteristics of the existing street system in the Town of Hillsborough, A.M. and P.M. peak hour traffic volumes on major roadways were counted by Earth Metrics in September 1991. The

key streets evaluated include Tournament Drive, Crystal Springs Road, Skyline Boulevard, Skyfarm Drive, Chateau Drive, Summit Drive, Ralston Avenue, and Black Mountain Road (see Figure 1-18).

To assess the peak hour operation of the roadways, a Level Of Service (LOS) analysis was performed using peak hour data collected in September 1991. The volume-to-capacity (V/C) ratio and level of service for each roadway section was calculated based on the methods described in the Highway Capacity Manual.

A LOS analysis provides a standardized method of rating an intersection or roadway operating characteristic by relating traffic volumes to intersection or roadway capacity. The potential LOS ranges from LOS A to LOS F, with LOS A representing the best possible or virtually free flow conditions, and LOS F representing the worst or jammed conditions. The methodology for signalized intersections determines the LOS based upon traffic volume to intersection capacity ratio and evaluates the intersection as a whole. The methodology for unsignalized intersections determines LOS based upon reserve capacity and evaluates each traffic movement/intersection approach separately. A description of the potential LOS for signalized intersections is provided in Table 1-11. There are only two intersections being controlled with traffic lights within the Town of Hillsborough, one at the intersection of Ralston Avenue and William H. Crocker Middle School, and a flashing red light at Eucalyptus Avenue and Ralston Avenue. A description of the potential LOS for unsignalized intersections is provided in Table 1-12.

The LOS analysis completed for this study focused on the A.M. and P.M. peak hour in order to provide a worst case scenario when traffic volumes on surrounding roadways are greatest during both periods. The results of the analysis are summarized in Table 1-18. Review of Table 1-13 indicates that all roadways within the town operate at LOS B or better. The current peak hour volumes on the roadways within the Town can be characterized as light to moderate.

In the Town of Hillsborough, winding roads and heavy brush limit visibility of almost all roadways. As a result, sight distance

TABLE 1-11. DESCRIPTIONS OF LEVELS OF SERVICE FOR SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE (LOS)	DESCRIPTION	AVERAGE VEHICLE DELAY (SECONDS)	VOLUME TO CAPACITY RATIO (V/C)
A	Free Flow. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Insignificant delays.	0-5	0.0-0.59
B	Stable Operation. An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles. Minimal delays.	5.1-15	0.60-0.69
C	Stable Operation. Major approach phase may become fully utilized. Most drivers feel somewhat restricted. Acceptable delays.	15.1-25	0.70-0.79
D	Approaching Unstable. Drivers may have to wait through more than one red signal indication. Queues develop but dissipate rapidly, without excessive delays.	25.1-40	0.80-0.89
E	Unstable Operation. Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection. Significant delays.	40-60	0.90-0.99
F	Forced Flow. Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections. Excessive delays.	greater than 60	1.00 and above (a)
(a) Forecast volumes may produce V/C ratios greater than 1.00, although actual volumes cannot, by definition, exceed capacity except for short periods of time.			
Sources: "Highway Capacity Manual," Transportation Research Board, Special Report No. 209, Washington, D.C., 1985.			
"Interim Materials on Highway Capacity," Transportation Research Board, Circular No. 212, Washington, D.C., January 1980.			

TABLE 1-12. DESCRIPTIONS OF LEVELS OF SERVICE FOR
UNSIGNALIZED INTERSECTIONS

LEVEL OF SERVICE	DESCRIPTION	RESERVE CAPACITY (VEH/HOUR)
A	Little or no traffic delay	greater than 400
B	Short traffic delays	300 to 399
C	Average traffic delays	200 to 299
D	Long traffic delays	100 to 199
E	Very long traffic delays	0 to 99
F	When demand volume exceeds capacity	*
<p>* When demand volumes exceed the capacity of the lane, extreme delays will be encountered, with queuing, which may cause severe congestion affecting other traffic movements in the intersection. This condition usually warrants improvement to the intersection.</p> <p>Source: Highway Capacity Manual, TRB Special Report 209, 1985.</p>		

TABLE 1-13. ROADWAY SEGMENT LEVEL OF SERVICE ANALYSIS

ROADWAY SEGMENT	PEAK HOUR	
	VOLUME	LOS
Tournament Drive, near Tournament Way+	154	A
Crystal Springs Road, near El Cerrito Avenue*	498	A
Skyline Boulevard, near Chateau*+	553/551	B/B
Skyfarm Drive, near Macadamia*	51	A
Chateau Drive, near Interstate 280*	274	A
Summit Drive, near Interstate 280*	152	A
Ralston Avenue, near Chateau Drive+	668	B
Black Mountain Road, near Hayne Road*	332	A
* P.M. Count + A.M. Count Source: Earth Metrics Incorporated, 1991.		

along many roadways is limited. Accordingly, the present geometric and structural design of the roadways within the town does not accommodate fast moving vehicles. Strictly enforced speed limits on all roadways in the town range from 25 to 30 miles per hour due to these physical limitations.

Primary north/south flows are served by Skyline Boulevard, Eucalyptus Avenue and Hillsborough Boulevard. Primary east/west flows are served by Skyfarm Drive, Chateau Drive, Ralston Avenue, Hayne Road, Santa Inez Avenue and Crystal Springs Road. Additional east/west flows are served by Tournament Drive and Parrott Drive.

Crystal Springs Road, an east/west arterial road, is a two-lane winding roadway extending from Skyline Boulevard to East Third Avenue. Crystal Springs Road currently accommodates a P.M. peak hour traffic volume of approximately 498 vehicles per hour near El Cerrito Avenue. The intersection of Crystal Springs Road and Tartan Trail Road is controlled by a stop sign on Tartan Trail Road. The speed limit on Crystal Springs Road is 30 miles per hour and 25 miles per hour on Tartan Trail Road near the intersection. Tartan Trail Road, a two-lane roadway collector, extends from Crystal Springs Road to Black Mountain Road (County Road Number 15). Tartan Trail Road currently accommodates approximately 250 vehicles during the P.M peak hour.

Tournament Drive is a two-lane east/west roadway that provides access to the Tobin Clark area of the Town of Hillsborough. The A.M. peak hour traffic volume on this roadway near Tournament Way is approximately 154 vehicles (see Table 1-18).

Skyline Boulevard is a two-lane north/south roadway that runs parallel to Interstate 280. Skyline Boulevard currently accommodates approximately 553 vehicles during the P.M. peak hour and 551 vehicles during the A.M peak hour near Chateau Drive. The "T" intersection of Skyline Boulevard/Chateau Drive is controlled by a stop sign on Chateau Drive. Skyline Boulevard changes into Black Mountain Road south of Hayne Road. The traffic volume on Black Mountain Road near the intersection of Hayne Road is approximately 332 vehicles during the P.M peak hour (see Table 1-18).

Skyfarm Drive is a two-lane east/west roadway located to the north of Chateau Drive. Traffic volume on Skyfarm Drive near Macadamia Drive during the P.M. peak hour is approximately 51 vehicles (see Table 1-18). The "T" intersection of Skyfarm/Macadamia Drive is controlled by stop signs on both roadways.

Chateau Drive is a two-lane east/west roadway that runs from Skyline Boulevard to El Camino Real outside the town limit. Chateau Drive changes to Ralston Avenue on the east side of the town. Chateau currently accommodates approximately 274 vehicles near Darrell Road during the P.M. peak hour (see Table 1-12). Ralston Avenue is a two-lane roadway that provides access to El Camino Real. Ralston Avenue currently accommodates approximately 688 vehicles near Eucalyptus Avenue during the A.M. peak hour (see Table 1-12).

Summit Drive is a winding uphill roadway that runs east/west along the north edge of the town. Summit Drive near Skyline Boulevard currently accommodates approximately 152 vehicles during the P.M. peak hour (see Table 1-12).

Traffic Safety. The Town of Hillsborough street system was designed and constructed to satisfy the low volume traffic needs for the residents of Hillsborough. Conditions such as narrow streets, steep grades, and poor sight distances are inherent in the system. The street system operates satisfactorily at the present time mainly because trip generation rates associated with large lot residential uses in the town are low compared to other communities. Table 1-14 shows automobile accident data for the town in 1989 and 1990. Accident data shows that driving under the influence and unsafe driving account for 35 percent of all the accidents in the town for the two-year period of 1989 and 1990. Improper turning and right-of-way violations are 28 percent of the total accidents.

Road Improvement. In 1990 the Town of Hillsborough commissioned a traffic study of Parrott and Tournament Drives and the vicinity to determine possible measures to improve traffic conditions. Residents there have been concerned with through traffic problems, particularly drivers destined for the College of San Mateo, who tend to exceed the 25 mph speed limit on

TABLE 1-14. TRAFFIC COLLISION DATA 1989 THROUGH 1990

	1989	1990
Number of Accidents:	113	86
Number of Injured:	32	31
Number Killed:	1	0
Primary Collision Factors:		
Driving under the Influence of Alcohol or Drugs	11	4
Unsafe Driving	28	26
Following Too Closely	8	4
Wrong Side of Road (1) (Fatal 1989)	8	13
Improper Turning and Passing	13	9
Right-of-Way Violation	19	15
Pedestrian Violation	1	
Stop Sign and Signals	3	1
Hazardous Parking	1	1
Other Hazardous Violations	2	1
Unsafe Backing	6	4
Other Violations	8	3
Unknown	5	5
Note: No Reported Accidents due to Unusual Roadway Conditions		
Source: Town of Hillsborough Police Department, Sergeant Melford, 1992.		

Hillsborough's narrow, steep residential streets. Residents have also complained that construction-related trucks are using Tournament Drive rather than Murphy Drive to reach destinations off of Tobin Clark Drive. Based on the Parrott Drive and Tournament Drive traffic study, three traffic control alternatives that would effectively provide relief were recommended (RGM Associates, 1990).

According to Mr. Leong, City Engineer for the Town of Hillsborough, no action has been taken on these recommendations to date and there are no improvements proposed within the Town of Hillsborough except for the regular road maintenance (Leong, 1991).

Parking. The property setback and parking strip from each side of the roadways provides adequate room for pedestrians and bicycle riders. According to Chief Bob McNichol of the Hillsborough Police Department, there are no designated bicycle lanes except in some locations on Skyline Boulevard and Crystal Springs Road. Parking strips are required along street frontages. The purpose of the parking strip is to provide off-street parking for all vehicles. In addition, the parking strip provides a space for vehicles to pull out of traffic in case of an emergency or breakdown. As the parking strip requirement came into effect after development of most homes and roadways in the town, some lots do not provide parking strips. This means existing parking strips are discontinuous and will remain so until every lot has submitted a building permit and is thus obligated to provide the required parking strips. Because there are no existing or planned commercial centers, hospitals, or office complexes within the Town of Hillsborough, there is no demand for on-street parking other than that required for single-family homes.

Local Transit Service. Public transportation within the Town of Hillsborough is limited. The San Mateo County SamTrans transportation service provides bus services along El Camino Real as well as the 43-C bus to Crystal Springs Uplands School. The 43-C bus service is limited to one morning and one afternoon bus for students. Private van and taxi services provide transit services as needed. The need for public transportation within the town is limited.

Subsection 1.6

Noise



1.6 NOISE

This subsection describes the distribution, sources, and effects of existing noise in the Town of Hillsborough.

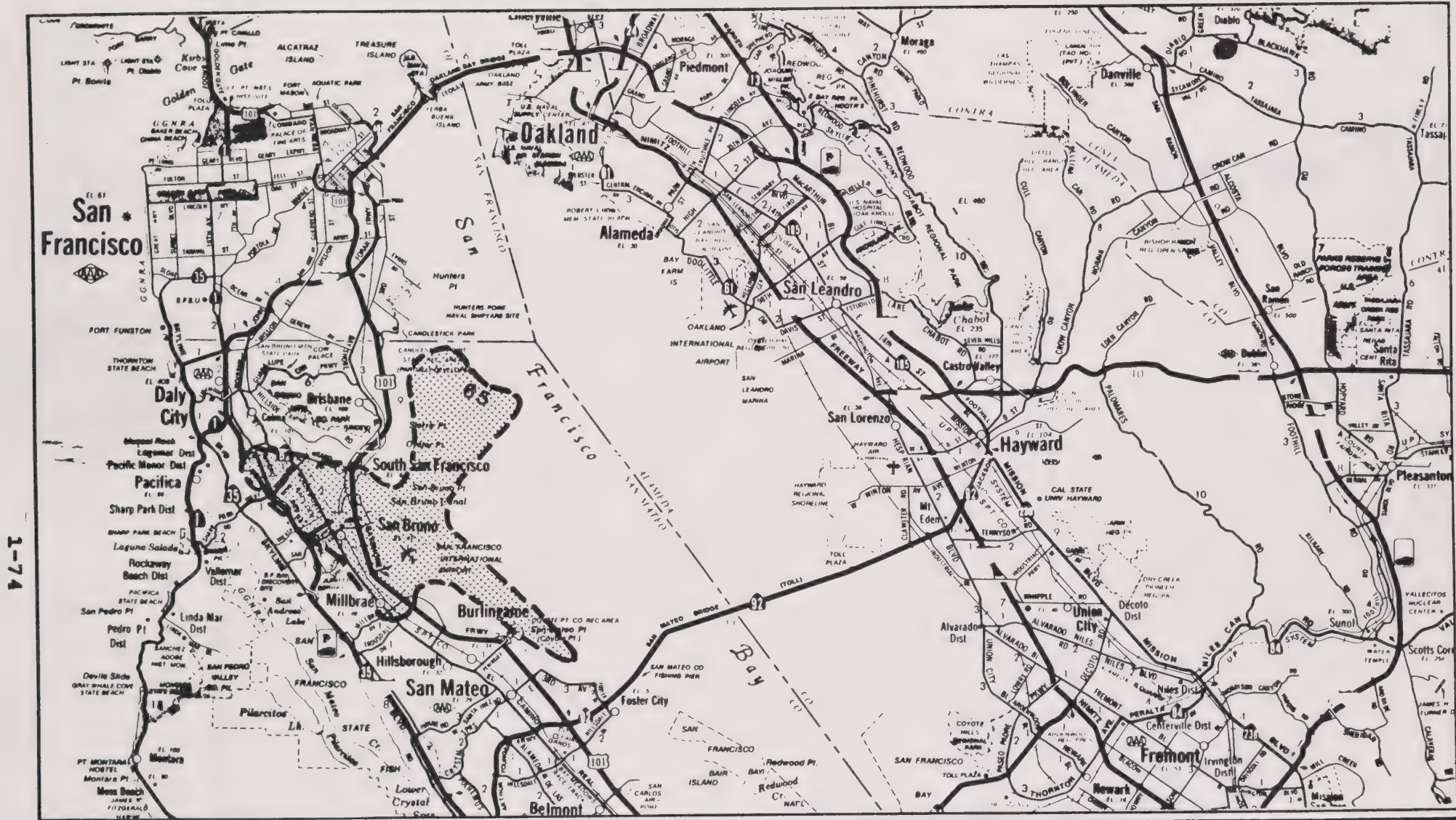
Noise Sources. Hillsborough is generally a quiet community. The quiet nature of the town can be attributed to the lack of commercial and industrial land uses, as well as the relatively low volume of traffic on town roads. Transportation systems are the most pervasive source of noise in any city and the same is true in the Town of Hillsborough.

TRAFFIC NOISE. Roadway noise sources affecting the town include I-280, a short segment of El Camino Real, Crystal Springs Road, Hayne Road, Ralston Avenue, and other local town roads. The effects of roadway noise can be seen in Figure 1-19, showing sound levels along I-280.

AIRCRAFT NOISE. The Town of Hillsborough is affected by aircraft noise from the San Francisco International Airport as shown on Figure 1-19. Figure 1-20 shows the San Francisco International Airport 65 CNEL contour line. The town is outside of the area that is considered significantly affected by aircraft noise and therefore does not receive funding for aircraft noise remediation. However, the noise impacts to the town are of concern to the Airports Land Use Commission, and an airport noise monitoring station is located in the town to monitor aircraft noise impacts.

The noise monitoring station is located at 560 Pullman Road on the west side of town, as shown in Figure 1-21. The sound level at this location is 53.1 dB as measured by the Community Noise Equivalent Level (CNEL) methodology (Ellis, 1992). While noise levels in the town may reach as high as 60 CNEL, the town is outside of the area that is considered significantly affected by airport noise. A significant effect of airport noise is defined as that area within the 65 CNEL noise contour.

Measures have been taken by the Airport Lane Use Commission to reduce noise impacts to the Town of Hillsborough. Much of the aircraft noise affecting the town comes from runway 1. To minimize these effects, aircraft are directed to take off short of the end of the runway, thus increasing the distance of the noise source from the town. From 11:00 P.M. to 6:00 A.M. an



Town of Hillsborough GENERAL PLAN

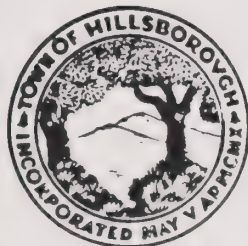


FIGURE 1- 20 65 CNEL Noise
Contour from San Francisco
International Airport



Scale: 1" = .4 MI.

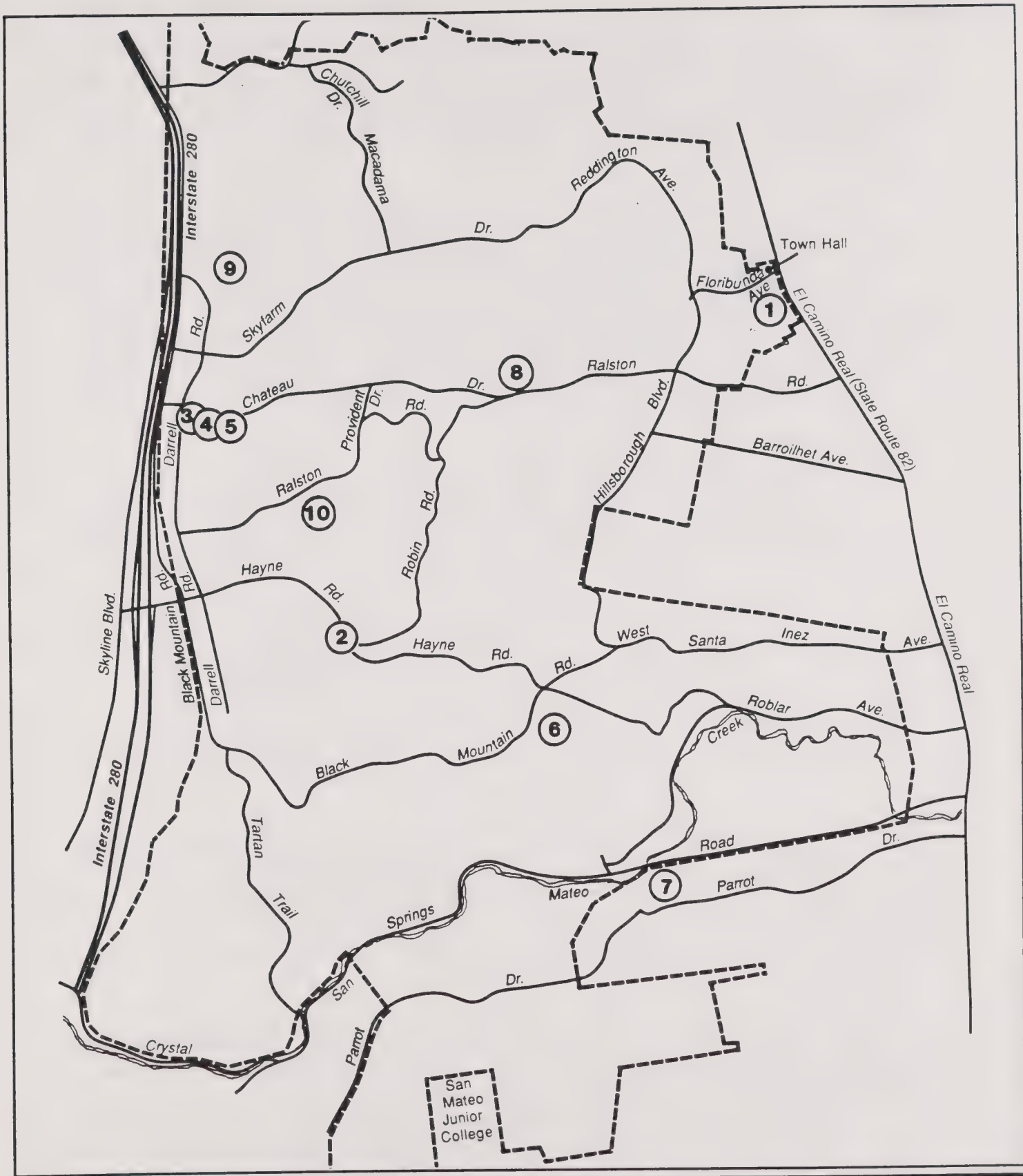


FIGURE 1-21 Sound Measurement locations



alternate runway is used, runway 10. And when wind conditions allow, runway 28 is used. These measures serve to reduce overall noise levels and especially noise during late night and early morning hours.

Airport noise in Hillsborough is generally audible as a low rumble associated with the backblast of aircraft engines. Mr. David Carbone of the San Mateo County Airports Land Use Commission suggests there may be some sound reverberation or reflection from the hilly terrain in the town. Due to individual sensitivity to sound levels and vibrations, as well as localized effects of terrain, the effects of aircraft noise on citizens varies widely.

As the town is not within the 65 CNEL noise contour for aircraft noise, no subsidies are available to citizens for noise abatement. Generally aircraft transportation noise can be reduced using the following measures:

- insulate the ceiling and roof to R-19,
- insulate exterior walls to R-11,
- caulk or weather strip all frames and seams,
- use sound insulating glass (double pane or 9/32 inch single pane),
- carefully orient structures to maximize the shielding effect.

Sensitive Receptors. The effect of noise is to disturb sensitive receptors. Sensitive receptors are those persons and facilities that can be adversely affected by noise. Sensitive receptors in Hillsborough include residences, schools, and parks. Noise levels are regulated to protect public health and welfare of the town.

Noise Standards. The recommended noise standards of the State of California are shown in Table 1-15. An exterior sound level of up to 60 Day and Night Average Sound Level (Ldn) is considered normally acceptable around residential land uses. The Ldn measurement averages sound levels for day and night, with nighttime levels between 10:00 P.M. and 7:00 A.M. given greater weight to account for nuisance factors. These recommended standards identify the maximum sound level allowable indoors at residential units as 45 dBA. dBA is a unit of measure weighted

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE Ldn OR CNEL, dB					
	55	60	65	70	75	80
RESIDENTIAL-LOW DENSITY SINGLE FAMILY, DUPLEX, MOBILE HOMES						
RESIDENTIAL-MULTI FAMILY						
TRANSIENT LODGING- MOTELS, HOTELS						
SCHOOLS, LIBRARIES, CHURCHES, HOSPITALS, NURSING HOMES						
AUDITORIUMS, CONCERT HALLS, AMPHITHEATRES						
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS						
PLAYGROUNDS, NEIGHBORHOOD PARKS						
GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETERIES						
OFFICE BUILDINGS, BUSINESS COMMERCIAL AND PROFESSIONAL						
INDUSTRIAL, MANUFACTURING UTILITIES, AGRICULTURE						

INTERPRETATION



CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.



NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.



CONDITIONALLY ACCEPTABLE

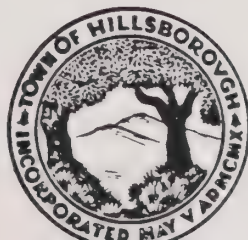
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

SOURCE: State Department of Health, Office of Noise Control, Feb. 1976



to assimilate how the human ear responds to sound. The Ldn averaging system accounts for the greater annoyance potential of nighttime noise by weighting nighttime sound levels greater than daytime levels. Specifically, Ldn is the average equivalent

A-weighted sound level during a 24-hour day obtained after addition of 10 decibels to sound levels in the nighttime after 10 P.M. and before 7:00 A.M.

Note: The Ldn represents daily levels of noise exposure averaged on an annual or daily basis, while Leq represents the equivalent energy noise exposure for a shorter time period, typically one hour. Leq, like Ldn is a unit of measure for sound, but averages a varying signal over time.

A complete list of definitions for technical terms used in this document is given in Appendix 2.6-A. Typical sound levels for common events are shown in Table 1-16.

Effects of Noise on People. Scientific literature clearly concludes that excessive noise levels can have adverse effects on people, both in terms of physical and mental health, and also the enjoyment of the environment and the pursuit of work and leisure activities. Some of these effects are difficult to measure, partly because individuals vary widely in their sensitivity to noise. Nonetheless, these effects are very real and significant. The following is a discussion of some of the possible effects of excessive noise:

- **Hearing Loss.** Excessive noise can lead to a permanent deterioration in hearing ability which cannot be offset through either surgery or hearing aids. Although hearing loss normally occurs only after prolonged exposure to intensive noise, longer term exposure to moderately loud sounds has been known to cause hearing degradation.
- **Stress Effects.** Excessive noise, especially above the level of 80 dBA, triggers a remarkable number of automatic physiological changes in the body. Usually these stress reactions (such as vascular constriction, blood pressure elevation) are only temporary, but if high noise levels become common, some of these effects may become chronic.

TABLE 1-16. THE DECIBEL SCALE AND TYPICAL SOUND LEVELS FROM
SELECTED NOISE SOURCES

RELATIVE INTENSITY OF SOUND	NOISE SOURCE	SOUND LEVEL IN dBA ^a
1,000,000,000,000	Auto horn (3'). 4-engine jet (100')	120
100,000,000,000	Rock music inside nightclub	110
10,000,000,000	Motorcycle without muffler accelerating. Jackhammer (25')	100
1,000,000,000	Stock motorcycle accelerating (25')	90
100,000,000	Power lawn mower (20')	80
10,000,000	Steady urban traffic (25')	70
1,000,000	Normal conversation (3')	60
100,000	Daytime street, no nearby traffic	50
10,000	Quiet office. Quiet neighborhood	40
1,000	Inside quiet home. Soft whisper (10')	30
100	Movie or recording studio	20
10	Barely audible sound	10
1	Threshold of hearing	0

^a A decibel (dBA) is a unit of measurement indicating the relative intensity of a sound as it is heard by the human ear. Every increase of 10 dBA doubles the perceived loudness although the noise is actually ten times more intense. For example, a power lawn mower (80 dBA) seems twice as loud as steady urban traffic (70 dBA).

Source: Palo Alto Comprehensive Plan, as amended 1978.

- **Sleep Disturbance.** Obviously, noise can interfere with sleep, and often leads to fatigue. A sleeper may be unaware of the ways in which sleep is interrupted by noise. A noise that is not sufficient to wake an individual may still impair the quality of sleep, leaving people tired despite having slept a number of hours.

Existing Sound Levels. To quantify the existing sound levels in the Town of Hillsborough, measurements were taken in September and October, 1991, at nine locations (see Figure 1-15). The measurement duration was typically 30 minutes. The measurement results are shown in Table 1-17.

The noise measurement data (see Table 1-18) were used to develop the contours that are shown in Figure 1-19. These contours apply under worst-case conditions without allowance for shielding effects of sound barriers near the roadways.

Sound levels from vehicle traffic are attenuated at the rate of three to six dBA per doubling of the distance from the source. This is assuming the terrain is level, open ground and depends on the type of ground surface as well as the acoustic measurement under consideration. Lawns or fields with ground cover normally provide greater sound reduction than paved surfaces or other hard surfaces. Sound levels at some locations are also reduced by the occurrence of elevation differences between the roadway and the receptor.

Figure 1-19 shows that with some residential front yard locations near Interstate 280 (I-280), the measured sound levels are in excess of commonly recommended State of California standards. However, the sound levels in rear yards are mitigated by the shielding effect of the existing sound walls. Most residents in the I-280 corridor have lot frontage away from the freeway and rear yards toward the freeway. The interior sound levels which are experienced in residences near I-280 are dependent on the specific insulation measures which have been incorporated into the building design. Individuals residing along I-280 corridor have constructed sound walls on their own individual lots. Barriers vary in construction type and quality. The town does not have recommended sound barrier designs.

Enforcement of Noise Ordinance. The Town of Hillsborough enforces noise ordinances on power equipment and special events.

TABLE 1-17. DESCRIPTION OF NOISE MEASUREMENT LOCATIONS

1. West side of El Camino Real, south of Floribunda, 20 feet from edge of El Camino Real.
2. Hayne and Moseley, southeast quadrant (east loop of Moseley), 66 feet from the curb of Hayne.
3. Skyline/I-280 and Chateau, southeast quadrant, 45 feet from the curb of Skyline.
4. 100 Feet farther from I-280 and skyline than measurement 3.
5. 100 feet farther from I-280 and Skyline than measurement 4.
6. Vista Park, 99 feet from the edge of Culebra.
7. Crystal Springs Road east of El Cerrito, 13 feet from the travel lane of Crystal Springs.
8. Crocker School, 25 feet from the curb of Ralston Avenue, near the southeast corner of a classroom building.
9. Neuva Learning Center, on the deck near the center of the Middle School.
10. 560 Pullman Road, Aircraft Noise Monitoring Station (San Francisco International Airport).

Source: Earth Metrics Incorporated, sound measurement conducted in September and October, 1991.

Table 1-18 RESULTS OF THE SOUND MONITORING

LOCATION(a)	START TIME	EXISTING Ldn LEVELS (dBA) (b)	LAND USES ADJACENT TO MEASUREMENT LOCATIONS	NORMALLY ACCEPTABLE AMBIENT SOUND LEVEL, Ldn(c)
1. El Camino Real, south of Floribunda(d)	4:58 P.M.	70	Residential	60
2. Hayne and Moseley	3:55 P.M.	53	Residential	60
3. Skyline/I-280 and Chateau	3:54 P.M.	70	Residential	60
4. 100 feet east of location 3	4:28 P.M.	67	Residential	60
5. 100 feet east of location 4	4:40 P.M.	65	Residential	60
6. Vista Park	4:47 P.M.	44	Park	70
7. Crystal Springs Road, east of El Cerrito	5:38 P.M.	66	Residential	60
8. Crocker School, Ralston Avenue	9:00 A.M.	58	School	70
9. Neuva Learning Center, Skyline/I-280	2:44 P.M.	53	School	70
<p>(a) See text for survey location details. (b) Estimated from daytime Leq sample. (c) Based on most sensitive use. (d) At a reference location adjacent to the property line. (e) At a reference location on the sidewalk; adjacent residence was set back approximately 35 feet farther. Source: Earth Metrics Incorporated, 1991.</p>				

Power equipment should not be operated on Sundays or holidays and not between the hours of 6:00 P.M. to 8:00 A.M. daily. Town police will measure the decibel level of special events and enforce noise abatement when levels are considered to cause a nuisance.

Policy Document
for the
Town of Hillsborough General Plan

Prepared for:
The Town of Hillsborough



January 1994

Prepared by:
CERTIFIED/Earth Metrics Incorporated
7000 Marina Boulevard, 4th Floor
Brisbane, California 94005
(415) 742-9900

Section 2.0

Goals, Policies, and Programs

Subsection 2.1

Land Use



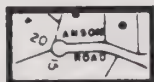
2.1 LAND USE

Introduction. The Land Use and of the General Plan establishes the distribution and intensity of land uses within the town. This element, in conjunction with the land use diagram, defines housing and population density recommendations by land use, and thus shapes the ultimate population of the community at buildout. The Land Use plays a key role in defining the character of the community and the element links the issues of traffic, natural resources, noise, and public safety. The Land Use Element addresses the most fundamental aspect of a General Plan: how to plan for the individual uses of private property for the greater benefit of the community as a whole.

Because the land area within the Town of Hillsborough is largely subdivided and developed, new growth within the town will be limited. Recreational facilities within the town are also limited and the community is seeking to improve this situation by providing new facilities. The goals, policies, and programs in this element respond to these community conditions and needs.

Land Use Categories. Land uses within the town are defined by three land use categories as shown on the Town of Hillsborough General Plan Map. The General Plan Map is a general indication of the location and extent of land use areas. The map is not intended to be precise regarding the specific location of property boundaries or the location of natural features. The General Plan Map, in conjunction with the goals and policies of the General Plan text, provide a guide to the establishment of zoning districts and the application of town policy to specific uses. The three land use categories are described as follows:

1. RESIDENTIAL LAND USES



Residential

Residential land uses in Hillsborough can be of two types, as follows:

<u>Land Use Type</u>	<u>Maximum Density</u>	<u>Purpose</u>
a. Single-Family (R-1)	1 unit per 1/2 acre (second units to be allowed by permit)	To provide for residential development that is con- sistent with the character and quality of existing development in the community.

For more specific residential land use goals, policies, and programs, see Section 2.2, "Housing and Population," Section 2.5, "Circulation," and Section 2.6, "Noise."

2. OPEN SPACE AND CONSERVATION LAND USES



Open Space and Conservation

The purpose of this land use category is to preserve existing environmentally sensitive areas and maintain a high quality of light, air, and scenic beauty in the community. For more specific open space land use goals, policies, and programs, see Section 2.3, "Open Space."

3. SCHOOLS, PARKS, PUBLIC FACILITIES AND SERVICES



Schools, Parks, Public Facilities and Services

The purpose of this land use category is to preserve the town's unique character and provide lands to serve community needs including school and park sites, existing community structures, public safety services, and town recreation facilities and programs. For more specific goals, policies and programs for this land use category see Goal 2 - Policies A, B, and C, and Section 2.4, "Public Safety."

Goals, Policies, and Programs.

Goal 1 To provide for the preservation and enhancement of the town's unique residential character.

Policy 1-A Maintain the character of the town's neighborhoods.

Program 1-A1 The Architectural and Design Review Board will evaluate development proposals within the context of existing neighborhood character.

Program 1-A2 The Architecture and Design Review Board will establish residential design guidelines to ensure a continuity of high quality of design and a sense of compatibility with existing neighborhoods.

Program 1-A3 The Architecture and Design Review Board will ensure that modifications to historic resources maintain their historic integrity and value.

Policy 1-B Promote property and landscape improvements and maintenance.

Program 1-B1 The town will consider the adoption of a property maintenance ordinance.

Program 1-B2 The town will adopt a comprehensive landscape ordinance which specifically addresses tree preservation.

Goal 2 To provide for orderly development within the Town of Hillsborough.

Policy 2-A Regulations, requirements and processing procedures should be clear, precise and reflect town policy.

Program 2-A1 The town will continue to update and improve town ordinances and improve and clarify application procedures.

Policy 2-B Address the issue of the state requirement for low and moderate income housing units.

Program 2-B1 The town will adopt the Housing Element to the General Plan.

Program 2-B2 The town will adopt an ordinance establishing standards and criteria for residential second units.

Policy 2-C Reduce land use conflicts within the town

Program 2-C1 The Architecture and Design Review Board will continue to ensure that landscaping buffers and other design methods are used to mitigate the potential land use impacts of new development.

Program 2-C2 Continue to enforce the Noise, Grading, Zoning and other ordinances and regulate community events to reduce potential land use conflicts.

Goal 3: To maintain the character and quality of life in the Town of Hillsborough through the provision and maintenance of superior public services and recreational opportunities.

Policy 3A: Provide quality parks and open spaces that will meet the community's need for play areas and recreational facilities.

Program 3-A1 Continue to cooperate with the school districts in the community via a joint venture approach. The town will continue to maintain and improve the quality of recreation facilities located on school grounds.

Policy 3-B: Provide for quality recreation facilities for residents within the Town of Hillsborough.

Program 3-B1: Consider the feasibility of creating a community recreation center for the residents of the town. The feasibility study should document community needs, potential sites, expected costs and means of financing.

Program 3-B2: The Planning Department will identify locations for possible additional parks in the town. As the town is largely built out, expectations for additional parks should be limited to neighborhood parks, five acres or less, and pocket parks of less than one acre.

Program 3-B3: The town will revise the Subdivision Ordinance to allow for the collection of fees or dedication of land to provide additional town parks. The Quimby Act allows for the collection of fees under the Subdivision Map Act.

Program 3-B4: The town will make the new Community Center assembly facilities available to provide increased citizen participation and involvement in governmental and community operations.

Subsection 2.2

Open Space and Conservation



2.2 OPEN SPACE AND CONSERVATION

Introduction. This combined element is designed to meet the State of California Requirements for an Open Space Element and Conservation Element. This element provides for the conservation of land and water resources, the prevention of pollution of streams and waters, erosion control, watershed protection, and the control of flooding. This element also provides for the preservation of open space land for the preservation of light, air, and scenic beauty benefitting all residents of the town, as well as protection for plant and animal life found on open space lands in the community.

Because the community is largely built out there are limited opportunities to procure new lands for the development of parks and open space. The town does contain sizable quantities of dedicated open space preserves on steep hillsides and along creeks. However, existing open space preserves are generally not suited to the development of active parks. As the town is not densely populated and lot sizes are relatively large, trees and vegetation are a prominent feature of the town that should be preserved. Partly due to the prominence of wooded areas in the town, there is a local deer population. The deer population has no migratory path out of the community so deer population growth could stress the carrying capacity of the limited natural environment. The goals, policies, and programs in this element respond to these community conditions and needs.

Goal 5 To preserve open space for existing and future residents.

Policy 5-A Continue to cooperate with San Mateo County in the planning of a countywide bicycle path which will traverse the Town of Hillsborough.

Program 5-A1 The Planning Department shall continue to cooperate with the county and seek to finalize plans for a bicycle path along Crystal Springs Road.

Program 5-A2 The town will not allow new development to infringe upon the area along Crystal Springs Road where the bicycle path is planned. As reflected in the specifications for the

bike path plans, the easements necessary for implementation of the bike bath will be required.

Goal 6 To ensure the continued preservation and protection of the natural features and resources of the town that are essential to maintaining the quality of life for residents and wildlife.

Policy 6-A Continue to maximize the efficiency of water use throughout the town.

Program 5-A1 Town to continue to encourage xeroscape landscaping and to continue to maintain the low water landscaping exhibition garden next to the Town Hall. Information on how to xeroscape shall continue to be available at Town Hall.

Program 6-A2 Town to provide information in the town newsletter that addresses all methods of water conservation including landscaping, and low water use faucets, toilets, and attachments.

Program 6-A3 Town to investigate the possible use of reclaimed water on public landscaping and to encourage the use of reclaimed water on private facilities, where feasible.

Policy 6-B Continue to encourage the preservation of drainage watercourses.

Program 6-B1 Where it is the town's responsibility, Public Works Department to assess and maintain creeks as drainage water courses by clearing debris to deter clogging or blockage of the waterway.

Program 6-B2 Engineering Department to require and monitor the use of erosion control measures wherever construction occurs in the town.

Policy 6-C Maintain water quality of creeks.

Program 6-C1 Public Works Department to assess and maintain stream banks to ensure their stability and to minimize siltation of the creeks where necessary.

Program 6-C2 Public Works to monitor sewer lines to determine those needing repair and provide needed repair, as feasible. Sewer lines affecting natural drainages and creeks should receive first priority repair and maintenance.

Policy 6-D Preserve and protect valued riparian habitat.

Program 6-D1 Require an appropriate setback from creeks and significant drainage areas for all new development. California Department of Fish and Game recommends a 100-foot setback.

Policy 6-E Continue to preserve and protect valuable tree life in the town with the Tree Ordinance. The maintenance of trees aids in the control of erosion and preserves valuable habitat.

Program 6-E1 Town to continue to require that development plans assess impacts on tree removal.

Policy 6-F Continue to preserve the quality of trees in open space areas and in public landscaped areas.

Program 6-F1 Public Works Department to periodically assess the health of trees in the town in order to minimize pest problems and facilitate early treatment of diseased or pest-infested trees. Trees on private properties will be included in this assessment so that the long-term health and welfare of all the trees in the town can be assured.

Program 6-F2 Public Works Department to take action to maintain the health of trees on public property as needed. Town to employ the services of a registered forester or arborist, as needed.

Policy 6-G Preserve dedicated open space areas and evaluate recreational potential of open space.

Program 6-G1 Town to continue to preserve and maintain all areas designated as open space (see Policy 7-C).

Policy 6-H Continue to maintain fire trails in open space areas for public safety.

Program 6-H1 Fire Department to maintain fire trails and fire breaks on all dedicated open space lands.

Policy 6-I Preserve and protect rare and endangered species.

Program 6-I1 Planning Department to continue to require environmental review prior to new development in environmentally sensitive areas, in order to ascertain the presence of sensitive species.

Policy 6-J Provide information to citizens about the management of deer populations within the Town of Hillsborough. The town will encourage citizens to not feed deer and thereby alter the natural carrying capacity of the land for deer.

Program 6-J1 Town to supply information to residents on the types of plants deer will generally not eat. Residents hoping to discourage deer from trespassing can use vegetation that deer will not generally eat.

Program 6-J2 Town to publish information in the town newsletter regarding the effects of feeding deer. As the existing deer population cannot leave the Hillsborough area, the population should not be encouraged to grow beyond the natural carrying capacity of undeveloped land.

Program 6-J3 Town to disseminate information on how to prevent deer from entering private yards. Town newsletter may address the effectiveness of fencing types, dogs, scents and manufactured products, and plant types.

Subsection 2.3

Public Safety



2.3 PUBLIC SAFETY

Introduction. The purpose of the Public Safety Element is to protect the community from any unreasonable risk associated with the effects of ground shaking, ground failure, slope instability, fire, and flooding. Because the terrain within the town contains steep slopes and is within the seismically active San Francisco Bay Area, there is a risk of slope failure. Ground shaking can also cause damage to structures and infrastructure. The combination of steep slopes and abundant vegetation present risk of wild fire. The goals, policies, and programs contained in this element are designed to avoid or minimize the potential for loss of life or property as a result of natural acts.

Goal 7 To prevent and reduce risks to property and protect residents from wildfire and other natural hazards.

Policy 7-A Maintain safe building practices and use fire-safe building materials in all new development.

Program 7-A1 The Fire Department will review all buildings plans and make recommendations for modifications to reduce fire hazard.

Program 7-A2 Fire Department and City Council to develop fire prevention guidelines for new construction.

Policy 7-B Support fire prevention, early detection programs, and property inspections to identify fire hazards.

Program 7-B1 Fire Department to continue its fire safety and prevention program to encourage town inhabitants to be aware of fire dangers, how and where fires start, and the importance of early detection. The Fire Department will be available to inspect homes for fire hazards upon request.

Program 7-B2 Fire Department to maintain a list of active participants in the fire safety and prevention program to help identify those programs that are most effective. The Town of Hillsborough Fire Department shall maintain records of inspection and compare these records to locations of fire occurrence.

Policy 7-C Encourage the maintenance of fire breaks and ground cover on all open space lands.

Program 7-C1 Fire Department to provide homeowners with information regarding landscape maintenance and wild fire prevention. These measures include a 30 foot fire break or irrigated vegetation circling a building, cutting of trees identified as fire hazards near buildings, removal of piles of dead branches, and maintaining a supply of garden hoses and extinguishers.

Program 7-C2 Town of Hillsborough Fire Department and Public Works Department to establish and maintain fire trails and locate hydrants in open space and residential areas.

Program 7-C3 Fire Department to recommend fire control maintenance measures as needed on undeveloped private property.

Program 7-C4 Fire Department to provide the necessary fire prevention improvements on properties that pose a significant public safety threat. Costs incurred by the Fire Department to remedy public threats will be passed on to the property owner.

Policy 7-E Support excellent fire service through the maintenance of fire equipment and the training of fire personnel.

Program 7-E1 Fire Department to test water pressure and fire hydrants annually, or more frequently if circumstances require.

Program 7-E2 Fire Department to provide training on first aid and fire safety and on an ongoing basis, as needed.

Goal 8 To reduce risk of landslide and slope failure during and after heavy rains and earthquakes and to protect the community from soil erosion, weak and expansive soils, and slope instability hazards.

Policy 8-A Review new building plans for proper foundation and supports in areas with slope gradients greater than 15 percent. Require new property owners to provide minimal slope stabilization in properties high at risk to earthquake induced slope failure.

-
- Program 8-A1 Building Department to require increased foundation and support for homes built in areas of increased slope (greater than 15 percent) and in areas at high risk of slope failure during an earthquake. A professional engineer (PE), registered in the State of California can review plans for increased foundation and support giving protection from earthquake induced slope failure.*
- Program 8-A2 Building Department to require that slope stabilization mitigation measures be applied to properties under development in areas with a substantial risk of slope failure.*
- Policy 8-B Initiate a slope failure prevention program to help educate property owners about available methods to stabilize slopes in slope areas greater than 15 percent.*
- Program 8-B1 The Building Department to initiate a list of properties that participate in the slope failure prevention program at the beginning of the program. The Building Department should coordinate inspections and identify non-participants for comparison to maps showing slope failures.*
- Policy 8-C Properties in hazardous slope areas where slope improvements have been made should be inspected.*
- Program 8-C1 A slope inspection should be conducted by a qualified geologist or engineer to review modifications and suggest improvements in areas with 15 percent or greater slopes.*
- Policy 8-D Review Drainage Plans for new development to determine areas susceptible to poor drainage and compare with areas susceptible to slope failure.*
- Program 8-D1 The City Engineer shall review the drainage plans for new development and identify areas of poor drainage, especially in areas of steep slope (greater than 15 percent). Poor drainage could potentially be improved. This would decrease the risk of slope failure during heavy rains and during ground shaking caused by an earthquake.*

Policy 8-E Reduce risk to drivers from landslides onto public roads.

Program 8-E1 Public Works Department to identify sections of roadway in slope hazard areas by reviewing street maps and slope hazards maps. In addition, on-site inspection by Public Works officials will identify hazards to the roadway. Street warning signs should be added if needed to warn of potential landslides affecting roadways.

Goal 9 To reduce risk of structure damage and minimize injury from exposure to seismic activity.

Policy 9-A Older structures should meet specific requirements to be retrofitted with seismic improvements.

Program 9-A1 Where renovations are proposed for older buildings, seismic upgrades to USGS standards should be provided.

Policy 9-B Ensure new building plans in high risk areas meet current seismic building codes and use methods of construction to withstand stress caused by an earthquake.

Program 9-B1 Building Department to review new building plans for adherence to the Uniform Building Code (UBC) and any additional state or federal seismic safety regulations prior to construction.

Program 9-B2 Building Department to ensure all building plans are stamped prior to construction by a professional engineer (PE) or licensed architect registered in the State of California.

Program 9-B3 Building Department to verify by inspection that all required seismic upgrades and provisions of the UBC are properly implemented.

Subsection 2.4

Circulation



2.4 CIRCULATION

Introduction. The Circulation Element is normally considered a transportation element as well as an infrastructure plan for public services including drainage, sewer, and water. However, this element will concentrate on traffic issues only, as other public service issues have been discussed in the Land Use Element, Conservation and Open Space, and Public Safety Elements. Because the town does not contain commercial uses and residential density is relatively low, traffic volume in the community is correspondingly low. There are no intersections or roadways in the town that experience congested conditions nor is new development in the town expected to generate a significant volume of new traffic. The goals and policies in this element address issues related to parking, roadway maintenance, and traffic safety.

Goal 10 To provide for safe roads, adequate parking, and encourage safe driving practices throughout the town.

Policy 10-A Maintain all roadways in good condition to minimize the potential for automobile accidents and reduce wear and tear on vehicles.

Program 10-A1 Keep roadways relatively free of potholes and maintain road shoulders in good condition. Road maintenance to be provided on an as needed basis.

Program 10-A2 Resurface roadways as needed to keep surfaces sealed and avoid water from entering the road bed.

Policy 10-B Provide for adequate sight distance at all intersections and driveways.

Program 10-B1 Require that all new development show that new roads and driveways will enter town roads where there is adequate sight distance for safe vehicle operation.

Program 10-B2 Police Department to monitor locations that are considered at high risk for accidents and make annual recommendations to the City Engineer for road and signage improvements to reduce accident risk.

Policy 10-C Promote safe driving practices, pedestrian use, and bicycle use to avoid situations that may result in accidents.

Program 10-C1 Police Department to provide safe driving, pedestrian, and cycling advisories for the town newsletter.

Program 10-C2 Police Department to continue to enforce the existing Town Traffic Ordinance. Generally the town speed limit is 25 miles per hour unless marked otherwise. Bicycles are licensed and riders must obey all traffic rules.

Program 10-C3 Police Department to promote driving and drinking awareness through educational programs. Police Department staff may be made available for presentations to citizens groups in the town.

Policy 10-D Provide for adequate on- and off-street parking in the town.

Program 10-D1 Continue to require the installation of parking strips with all construction applications.

Program 10-D2 Review construction plans for conformance with Zoning Ordinance parking requirements.

Subsection 2.5

Noise



2.5 NOISE

Introduction. The Noise Element documents noise levels in the town, identifies noise problems, and seeks to define ways to minimize or remediate noise levels. Significant noise sources in the town are limited to Interstate 280 and the San Francisco International Airport and State Highway 92. Because these noise sources are outside of the town's jurisdiction little can be done to reduce noise levels at the source. To control the noise environment the town can require new construction to provide additional noise insulation and sound barriers. The town can also continue to monitor noise levels in the community and seek the help of other jurisdictions in controlling noise impacts. The goals, policies, and programs in this element respond to these community conditions and needs.

Goal 11 To minimize noise levels throughout the town and to mitigate, wherever possible, the effects of noise in order to provide a safe and healthy environment consistent with residential land uses.

Policy 11-A Encourage the State Department of Transportation to reduce noise from existing and planned highway segments and interchange projects.

Program 11-A1 Town to continue to advocate that noise abatement measures be taken by the State of California Department of Transportation whenever feasible. The Planning Department should be designated as the agency to maintain contact with California State Department of Transportation representatives and attend any meetings or public hearings where improvements or modifications to roadways affecting the town may be discussed.

Policy 11-B Advocate ongoing noise remediation efforts at the San Francisco International Airport.

Program 11-B1 Planning Department to coordinate efforts on behalf of the town with the San Mateo County Airport Land Use Commission and the Noise Abatement Office, San Francisco International Airport. All noise issues affecting the town should be monitored and the Town Council should be briefed

on all issues so that required actions can be implemented.

Policy 11-C Encourage new development in noise impacted areas to provide effective noise insulation measures.

Policy 11-D Minimize noise levels within neighborhoods so that residents may enjoy the benefits normally associated with residential communities.

Program 11-D1 Town to continue to enforce the existing Noise Ordinance. The existing ordinance limits construction and the use of power tools to the following hours when residents will be less affected:

<i>Monday-Friday</i>	<i>7:00 A.M. - 5:00 P.M.</i>
<i>Saturday</i>	<i>8:00 A.M. - 5:00 P.M.</i>

Program 11-D2 Revise the existing Noise Ordinance to prohibit the use of aircraft for construction purposes in the town.

Environmental Assessment
for the
Town of Hillsborough General Plan

Prepared for:
The Town of Hillsborough



January 1994

Prepared by:
CERTIFIED/Earth Metrics Incorporated
7000 Marina Boulevard, 4th Floor
Brisbane, California 94005
(415) 742-9900

Section 3.0

Environmental Assessment

Introduction

INTRODUCTION

The California Environmental Quality Act (CEQA) Section 15378 defines the adoption or amendment of a local general plan as a project that has the potential to result in a physical change in the environment. Therefore, the Town of Hillsborough General Plan requires the preparation of an Environmental Impact Report (EIR). The Environmental Assessment and CEQA sections of the combined General Plan and EIR (Sections 3 and 4) are designed to provide all of the required CEQA analyses. Table 3-1 lists the required contents of an EIR according to CEQA Sections 15122 through 15131, and shows where in this document each section can be found.

The purpose of the EIR is to disclose the potential environmental effects that may result from the adoption of the proposed General Plan. A General Plan is a policy document and as such need not be evaluated at the same level of detail as specific development projects. The State CEQA Guidelines clearly acknowledge this difference. The Guidelines indicate that the degree of specificity required in an EIR should correspond to the degree of specificity involved in the underlying activity. An EIR on a General Plan should focus on the secondary effects that can be expected to follow from adopting the Plan, but need not be as detailed as an EIR on a specific construction project that may follow (CEQA Guidelines, Section 15146). Future development projects proposed pursuant to this General Plan and EIR may be subject to separate environmental review under CEQA.

The environmental analysis provided in Sections 3 and 4 of the combined General Plan and EIR is based on the potential physical effects that may result from the adoption of the goals, policies, and programs that are presented in Section 2, the Policy Document. Section 3 provides an analysis of potential environmental impacts by each element of the General Plan: Land Use, Open Space and Conservation, Public Safety, Circulation, and Noise. Section 3 also provides mitigation measures and a mitigation monitoring program as required to reduce significant environmental impacts to a less than significant level.

TABLE 3-1. REQUIRED CONTENTS OF AN EIR AND THE LOCATION OF EACH SECTION IN THIS DOCUMENT

Table of Contents	Page ii and this Summary Table (Table 3-1).
Summary of Actions	Summary Table (Table 3-2).
Project Description	Section 2, Policy Document is the proposed project, beginning on page 1-2. The introduction to the Environmental Assessment describes the intended use of this document.
Environmental Setting	Section 1, Existing Setting and Trends, beginning page 1-1.
Environmental Impacts	Section 3, Environmental Assessment, Sections 3.1 through 3.6.
Alternatives	Section 4.1.
Relationship between Short Term Uses and Long Terms Productivity	Section 4.5.
Significant Irreversible Environmental Changes	Section 4.2.
Growth Inducing Impacts	Section 4.3.
Effects Not Found to be Significant	Section 4.7.
Organizations and Persons Consulted	Section 5.
Cumulative Impacts	Section 4.4.
Economic and Social Effects	Section 3.2 describes impacts related to housing issues.
Source: CEQA Sections 15122 through 15131.	

TABLE 3-2. SUMMARY OF IMPACTS AND MITIGATION MEASURES

IMPACTS	MITIGATION MEASURES
<p>No significant impacts were cited in relation to the Land Use Element, Open Space and Conservation Element, Circulation Element, or Noise Element. Those sections where impacts and mitigation measures were cited are listed in Table 3-2. Mitigation Monitoring for all impacts and mitigation measures cited in Table 3-2 is provided through State of California General Plan requirements.</p>	
<p><u>Hazardous Materials and Water Quality.</u> There is some potential for ground water contamination from underground storage tanks. While ground water is not used for human consumption, there are irrigation wells in the town. (S)</p>	<p><u>Hazardous Materials and Water Quality.</u> The town should consider adopting the following policies and programs in the Policy document of the General Plan:</p> <p>Policy: Monitor and eventually remove all underground fuel tanks from the Town of Hillsborough. Removal of underground storage tanks will reduce the risk of fuel leaks that may contaminate groundwater.</p> <p>Program: Fire Department and Building and Engineering Department to maintain records showing the location of all known underground tanks in the town.</p> <p>Program: Building and Engineering Department to require the removal or sealing of all underground tanks that are no longer in use prior to the issuance of any building permits for remodeling or new construction.</p> <p>Program: Building and Engineering Department to require that all known underground fuel tanks in use are regularly maintained. Evidence of pressure checks or</p>
<p>(S) = Significant (SU) = Significant Unavoidable</p>	<p>(LS) = Less than Significant</p>

(CONTINUED)

TABLE 3-2. SUMMARY OF IMPACTS AND MITIGATION MEASURES

IMPACTS	MITIGATION MEASURES
<p><u>Public Safety.</u> New development in the Town of Hillsborough may be subject to severe ground shaking in a seismic event. The Public Safety Element of the General Plan makes reasonable and feasible recommendations to reduce loss of property and life in the event of a seismic event. The town enforces all applicable building codes; however, it should be recognized that the San Francisco Bay Area is subject to severe ground shaking. Further, despite taking all reasonable and feasible precautions, residents may be subject to loss of property or life in an extreme seismic event. (SU)</p>	<p>other maintenance should be kept on file with the Fire Department of Engineering Department. (LS)</p> <p>All reasonable and feasible mitigation measures are enforced through existing state and local building codes.</p>
<p>(S) - Significant (SU) = Significant Unavoidable</p>	<p>(LS) - Less than Significant</p>

(CONTINUED)

The environmental information provided in this document, which constitutes a complete EIR, will be used by the Town of Hillsborough Town Council and the general public to assess the possible environmental effects of adoption of the proposed General Plan.

Other agencies that may review the General Plan or use this EIR for review of the General Plan include the California State Department of Housing and Community Development in review of the Housing Element; California State Department of Fish and Game; California Department of Transportation; neighboring communities of San Mateo and Burlingame; and the County of San Mateo.

Subsection 3.1

Land Use



3. IMPACTS, MITIGATION MEASURES, AND MITIGATION MONITORING PROGRAM

3.1 LAND USE

IMPACTS

Standard of Significance. Based on the State of California General Plan Guidelines and CEQA Guidelines, the Town of Hillsborough General Plan will have a significant impact on the environment, as it relates to land use issues, if it will cause any of the following:

- induce growth that will have a demonstrative negative aesthetic impact by blocking view corridors and destroying prominent visual characteristics of the community; or
- fail to provide consistent or complete analysis as recommended by State General Plan Guidelines.

Potential for Future Development. The proposed General Plan does not significantly alter the existing land use designations in the Town of Hillsborough. On page 1-11 in the Existing Setting and Trends Document it was estimated that the existing land use designations could allow for the development of an additional 273 units in the town. The adoption of the proposed General Plan will not significantly increase the amount of new development that may take place in the town.

The predominate land use designation in the Town remains single family residential. This document does not contain a Housing Element as required by California State Law. The town will prepare a Housing Element at a later date as a separate document.

Schools

HILLSBOROUGH SCHOOL DISTRICT. In 1991 the Hillsborough School District anticipated the student population would grow to 1,400 students by the year 2000, based on projections provided by Woollett and Associates 1990. This growth figure has since been revised to reflect a decrease in the number of transfer students

that are entering the district. A revised student population report shows 1,192 students by 1998-99 (Taylor, 1992). According to Mr. Taylor of the Hillsborough School District, the most influential factors on student population growth in the Town of Hillsborough at this time are the rate of students transferring to Hillsborough Schools and housing resale. Neither of these effects can be influenced by the proposed General Plan.

Hillsborough Enrollment Projections 1990-2000 estimate 0.58 new Kindergarten through Eight grade students per new household. Based on this factor buildout of the Town of Hillsborough may result in 158 new students (273 single family homes X 0.58 student factor) (Woollett & Associates). With existing enrollment of 1,126 students the addition of 158 students would bring the student population to 1,284 students, well below the approximate 1,400 estimated capacity of the Hillsborough school system facilities (Taylor, 1992). New second units would not generate the same number of students per unit as a conventional single family home in Hillsborough. Second units would normally be occupied by one to two persons and would not likely include a significant number of children of school age.

The proposed General Plan does not provide opportunities for substantial new growth that would significantly increase grade school or middle school student populations. Therefore, the Hillsborough School District will not experience significant adverse impacts to school facilities if the proposed General Plan is adopted.

SAN MATEO UNION HIGH SCHOOL DISTRICT. In 1991 the San Mateo Union High School District estimated a total student population of 3,982 students in the Aragon, Burlingame, and San Mateo High Schools. The capacity for these schools is estimated to total 4,390 students. As of the 1991-92 school year there was capacity for 400 new high school students according to the San Mateo Union High School District School Capacity Report, 1991. The San Mateo Union High School was not able to provide Earth Metrics with a student generation rate figure. Therefore, estimates of student impact cannot be provided; however, it is likely that less than 0.5 students would result from each new home.

Public Services. Public services would normally be affected by the adoption of a general plan if the plan proposed substantial new population growth. Substantial population growth would require additional services, new employees, and new facilities to house employees. The Proposed General Plan essentially maintains existing land use designations and does not allow for a substantial increase in population in the next 10 to 20 years. Adoption of the proposed General Plan will not have any significant adverse impacts to public services.

However, there will be one increase in public services that should be noted that will have some minor negative environmental impacts. The increase in public services caused by the expansion of the Town Community Center will have some impact on its surrounding residential neighborhood.

POLICE SERVICES. Police services in Hillsborough are considered excellent and the proposed General Plan will not significantly compromise existing service levels. The proposed General Plan does contain policies and programs addressing road conditions and public education regarding safe driving practices on pages 2-21 and 2-22.

FIRE SERVICES. Fire protection services in Hillsborough are considered excellent and the proposed General Plan will not significantly compromise existing service levels. The proposed General Plan does contain policies and programs regarding fire protection for existing and potential new development on pages 2-17 and 2-18 of the Policy Document. Policies and programs include fire safety design for new development, public education programs, and maintenance of fire breaks on open space lands.

WATER. Potable water is supplied by the San Francisco Water Department through the Hetch Hetchy aqueduct. While cumulative growth does have an impact on water supplies the relatively small amount of growth anticipated in the Town of Hillsborough is not considered a significant impact. Hillsborough has implemented municipal codes limiting water use and require low flow water facilities in all new construction. Conservation measures are further discussed in the Open Space and Conservation Sub-section of this Environmental Assessment.

SEWER. Sewer treatment services are provided by Hillsborough and Burlingame treatment facilities. The remediation of inflow and infiltration from Hillsborough wastewater treatment lines will substantially reduce wet weather flows to wastewater treatment facilities. The remediation of inflow and infiltration is an ongoing program in Hillsborough, and some improvements have already been completed.

The only area where wastewater treatment capacity may become an issue is in the area served by the Burlingame wastewater treatment plant. If the Town were to surpass the development of more than 200 units in the Burlingame service area then additional wastewater treatment facilities would be required. It is not likely that more than 200 new units would be developed within the Burlingame service area since there exists capacity for only 273 new units in the entire Town. However, the potential for second units is more difficult to estimate. While second units would not generate as much wastewater as a single family home, there should be monitoring of wastewater flows to Burlingame from new development.

To avoid significant adverse impacts to wastewater treatment facilities in Burlingame and San Mateo the Town of Hillsborough should provide detailed monitoring of new development and increased wastewater flows. The results of the monitoring should be used to determine the feasibility of new development or the need for improvements to wastewater treatment facilities.

MITIGATION MEASURES

Potential for Future Development. No significant adverse environmental impacts are anticipated; therefore, no mitigation measures are required.

Schools. Development fees are collected in Hillsborough at the rate of \$1.50 per square foot for new residential construction. The fee is split between affected districts; Hillsborough School District accrues \$0.90 per square foot, and the San Mateo Union High School District accrues \$0.60 per square foot. The Hillsborough School District is using the fees to modernize existing facilities. The District has not made plans to add new facilities and increase student capacity at this time. It should

be noted that new second units would contribute to school impact fees but would not likely generate a substantial number of new school aged children. No further mitigation measures are required.

Public Services

POLICE SERVICES. No significant adverse environmental impacts are anticipated; therefore, no mitigation measures are required.

FIRE SERVICES. No significant adverse environmental impacts are anticipated; therefore, no mitigation measures are required.

WATER. No significant adverse environmental impacts are anticipated; therefore, no mitigation measures are required.

SEWER. The Town should maintain a list of the new homes and new second units that are hooked up to the sewer system. This list should identify which wastewater treatment plant will be affected by the new unit and how much impact the new units are expected to have. This list of new units and resulting effect should be compared to metered wastewater flow rates. When 150 to 200 new units have been added to the Burlingame wastewater service area in Hillsborough, the Town should not permit any new units until it can be shown that there remains adequate treatment capacity.

MITIGATION MONITORING PROGRAM

Potential for Future Development. None required.

Schools. School fees are collected at the time that a building permit is issued. Proof of the payment of fees must be provided to the Town of Hillsborough Building Department before the permit is issued. Responsible parties are the Hillsborough and San Mateo Union High School Districts, and the Town of Hillsborough Building Department.

Public Services

POLICE SERVICES. None required.

FIRE SERVICES. None required.

WATER. None required.

SEWER. Town of Hillsborough Engineering and Planning Departments should maintain a current forecast of wastewater flows for each service area (Burlingame and San Mateo) based on existing flows and permitted new development. Planning Department to advise Town Council when capacity in each service area is forecast to be attained. Town Council to take appropriate action.

Subsection 3.2

Open Space and Conservation



3.2 OPEN SPACE AND CONSERVATION

IMPACTS

Standard of Significance. Based on the State of California General Plan Guidelines and CEQA Guidelines, the Town of Hillsborough General Plan will have a significant impact on open space and conservation resources in the environment if it will do any of the following:

- induce substantial growth or concentration of population beyond the capacity of existing or planned open space, park, and recreation facilities;
- cause substantial flooding, erosion, or siltation;
- substantially reduce water supplies or quality;
- encourage activities that result in substantial increases of water use or use water in a wasteful manner;
- fails to provide consistent or complete analysis as recommended by State General Plan Guidelines.

Parks and Recreation. The location, land area, and public facilities available for recreation in the Town of Hillsborough are shown in the Existing Setting and Trends Document, on page 1-44, Table 1-10. The Town of Hillsborough provides only one public park, Vista Park. However, Hillsborough contributes toward the maintenance of playing fields, tennis courts, and other facilities within Hillsborough School District grounds to compensate for the lack of Town recreation facilities. The Town of Hillsborough recognizes that recreational facilities are limited within the community; therefore, the General Plan Policy Document provides substantial policy direction to improve recreation facilities in the town.

Pages 2-12 and 2-13 of the Policy Document present a set of policies and programs designed to improve recreation facilities in the town. The Town will continue to cooperate with San Mateo County to try to realize a bicycle path through the Town, along Crystal Springs Road. The Town will study the feasibility of providing a community recreation area. The Town will also

continue to cooperate with the Hillsborough School District to maintain and improve school grounds for public recreation.

Pages 2-6 and 2-7 of the Policy Document provide additional measures to ensure improved recreational facilities in the Town. The Town will seek to collect development fees or land dedication from new development for the construction of new parks. As the Town is nearing buildout of all large subdivision areas it is imperative that the community seek additional park sites as soon as possible. The implementation of the goals, policies and programs in the proposed General Plan will serve to improve recreation facilities in the Town and avoid significant adverse impacts that may arise from a lack of adequate recreational facilities for town residents.

Water Resources

WATER SUPPLY. A General Plan will normally have an impact on water resources if the plan provides for a substantial amount of new development needing fresh water. The proposed General Plan does not provide substantial opportunities for new construction and related increased water demand; therefore, no significant adverse impact to water resources is anticipated.

Each year Hillsborough is allowed a growth allotment in water supplies from the San Francisco Water Department. To date growth in Hillsborough has been at a relatively low rate and obtaining additional water allotments for new homes has not been a problem. As long as new development is limited to the expectations of the General Plan the Town does not expect to have any problems in obtaining the required water allocations for buildout of the town.

Recognizing the effects of a drought that includes all of California, the Town of Hillsborough is committed to water conservation and provides policies in the General Plan (page 2-13) to support water conservation. The Town will continue to encourage water conservation with the xeroscape garden exhibit, encourage the installation of low flow fixtures in existing homes, and investigate the use of reclaimed water wherever possible. In addition, the Town will continue to enforce the town Municipal Code regarding water conservation measures. Low

flow fixtures are required for all new construction and other restrictions affect outdoor watering.

SURFACE WATER AND DRAINAGES. The General Plan would have a significant impact on drainages in the Town of Hillsborough if new development were allowed to flood or alter drainage channels and related vegetation in natural drainages. Figure 1-14, page 1-46 of the Existing Setting Document shows significant drainages in Hillsborough. Policy 6-B on page 2-13 calls for the continued preservation of drainages and watercourses. Related programs call for the clearing of debris in watercourses and erosion control measures to avoid siltation and flooding. In addition, Program 6C-2 calls for priority maintenance of sewer lines affecting drainages or having the potential to affect drainages.

Open Spaces. Hillsborough now has 220 acres of dedicated open space land. The previous General Plan anticipated the dedication of up to 400 acres of open space; however, the opportunity to acquire large tracts of open space land is no longer considered viable. The proposed general plan calls for the continued maintenance of existing dedicated open spaces; therefore, no adverse environmental impacts are expected as a result of the adoption of the General Plan.

As discussed under the park and recreation heading in this subsection, the Town will now focus on acquiring land for parks and recreation facilities. The Town will seek the dedication of land or fees from new development for new parks. Fees and land dedication will serve to provide new park facilities for new development, and avoid overcrowding of existing facilities.

Wildlife. Open space lands combined with large lots and steep hillsides have created a substantial amount of habitat for wildlife within the Town of Hillsborough. The proposed General Plan will continue to protect much of the existing habitat through the protection of valuable trees, maintenance of open space lands, and protection of drainages.

One of the animal species supported by open space lands and native vegetation is the local deer population. As documented on page 1-56 of the Existing Setting and Trends Document, there may be as many as 180 deer in and around the Town of Hillsborough. This localized deer population has caused some dispute among

Hillsborough residents. Some residents see the deer as a destructive element, eating their landscaping, and want the deer population controlled through hunting or trapping. Other residents appreciate the deer as part of the landscape and even support the deer by feeding them.

The deer population is trapped within the town limits by Interstate 280, and surrounding development. Unless the deer are relocated the existing population is expected to remain in the area and the population will fluctuate with the availability of food and habitat. Even with relocation deer populations would likely re-populate to the natural carrying capacity of the environment. There is little the Town can do to reduce the local deer population without using un-popular methods such as hunting, or trapping and these methods would only provide temporary population reduction. The General Plan recommends policies and programs to help stabilize the deer population within the town on page 2-15, Policy 6-J and Programs 6-J1 through 6-J3. Essentially the General Plan recommends that residents do not feed deer, avoid planting vegetation that is attractive to deer, or use barriers to deer where valuable vegetation is planted. These measures are designed to limit deer populations to the natural carrying capacity of open space lands and native vegetation.

MITIGATION MEASURES

The following mitigation measures will reduce significant adverse environmental impacts cited in this subsection to a less than significant level unless it is clearly stated that the impact is significant and unmitigable. Where an impact is not considered significant, no mitigation measure is required.

Parks and Recreation. No significant adverse environmental impacts are anticipated therefore no mitigation measures are required.

Water Resources. No significant adverse environmental impacts are anticipated therefore no mitigation measures are required.

Open Spaces. No significant adverse environmental impacts are anticipated therefore no mitigation measures are required.

Wildlife. No significant adverse environmental impacts are anticipated therefore no mitigation measures are required.

MITIGATION MONITORING PROGRAM

No mitigation monitoring program is required as no significant impacts were cited; therefore, no mitigation measures were required and no monitoring program is necessary.

Subsection 3.3

Public Safety



3.3 PUBLIC SAFETY

IMPACTS

Standard of Significance. Based on the State of California General Plan Guidelines and CEQA Guidelines, the Town of Hillsborough General Plan will have a significant impact on the environment as it relates to public safety if it will do any of the following:

- exposes people or property to major geologic hazards;
- permits development in areas of unsuitable geologic conditions;
- fails to provide consistent or complete analysis as recommended by State General Plan Guidelines.

Seismic Safety. The Town of Hillsborough and the entire San Francisco Bay Area is subject to significant ground shaking that may result from several active faults in the area including the San Andreas Fault. The effects of ground shaking cause damage to buildings and infrastructure or cause structural failure, slope instability, or surface rupture. It must be acknowledged that the San Francisco Bay area, including Hillsborough, is exposed to a significant and unmitigable risk of a major geologic hazard. However, low density development and enforcement of appropriate building codes limit the risk to inhabitants.

Soils within the Hillsborough Town limits are not likely to be subject to liquefaction, nor is surface rupture expected within the Town. Soil conditions in Hillsborough do not contain the alluvial fan deposits, sand, or gravel conditions that may lead to liquefaction. Ground rupture is not likely to occur in Hillsborough as the town is 1,300 feet from the nearest Alquist Priolo special studies zone.

The greatest risk to life and property in Hillsborough would result from structural failure during ground shaking. The Policy document contains policies and programs under Goal 9 that will effectively reduce the risk to Hillsborough residents in case of a seismic event. Policy measures include seismic retrofit in older structures where required enforcement of all seismic safety

regulations and requirements of the Uniform Building Code. These measures provide reasonably effective and feasible means of reducing the potential for significant loss of life or property in the event of significant ground shaking.

Slope Stability. Much of the beauty and character of Hillsborough is derived from varied terrain within the Town limits. Substantial portions of the Town are characterized by slopes of 15 percent or steeper, as shown in Figure 1-16, page 1-64. Slope instability is most likely to be experienced during seismic events, and/or during periods of heavy rain. The Policy Document provides policies and programs under Goal 8, that will effectively reduce the risk of slope instability to a less than significant level.

Measures to reduce slope instability include appropriate foundation support, and review of building plans by qualified engineers in those areas where there is a potential for slope failure. The town intends to monitor slopes where there is a potential for failure of slipping, review drainage plans in areas of steep slopes, and initiate a slope failure prevention program. The Town will also seek to limit new development of steep slopes through modification of the slope density zoning described on pages 1-7 and 1-8. Program 1-B2 requires the Town to develop detailed hillside development guidelines that will minimize disturbance to steep slopes.

Hazardous Materials and Water Quality. Hazardous Materials within the Town of Hillsborough would generally be limited to household hazardous materials as there are no commercial or industrial activities within the town. Household hazardous materials safety concerns are addressed through regular fire and police services, as well as San Mateo County disposal programs. The potential for significant environmental impacts as a result of household hazardous waste in Hillsborough is considered less than significant.

There is some potential for groundwater contamination from underground storage tanks. As described on page 1-66 of the Existing Setting and Trends Document, there is only one known fuel leak within the Town and 12 storage tanks are registered with the Hillsborough Fire Department. While groundwater is not used for human consumption there are irrigation wells in the

community and groundwater contamination could affect the quality of irrigation wells. To reduce the potential for groundwater contamination in Hillsborough existing underground tanks should be recorded with the Fire Department and the Planning and Engineering Department. Those tanks no longer in use should be removed or sealed. Leaking tanks or disturbed tanks are required to be removed by California State Law. However, the State of California does not have the monitoring capabilities that are available to the Town. The Building department could require the treatment of underground tanks prior to the issuance of any building permit. Underground tanks in use should be recorded with the Fire and Building Departments and property owners should be required to show evidence of tank maintenance, i.e. pressure testing and/or monitoring of potential leaks. To avoid future problems, and to reduce the need for monitoring by the Town, the installation of underground fuel tanks should no longer be allowed.

Fire Hazards. Due to the Oakland Hills fire of 1991 and the recent 49'er Fire in Nevada County there is increased concern for the potential for wildfire in communities with steep hillsides and substantial areas of naturalized or native vegetation. The combination of steep hillsides, ample fuel and proximity of residential structures creates a potential for wildfires that may not be easily contained by conventional fire fighting methods. While there is the potential for wildfire to cause damage to homes in Hillsborough, this impact is mitigated to a less than significant level by the policies and programs in the General Plan Policy Document.

Policies and programs associated with Goal 7 of the General Plan, page 2-17, provide measures that reduce the risk of fire to a reasonable level. Measures include the maintenance of fire breaks on dedicated open space lands, use of fire safe areas around homes, and weed abatement and fire control for private property. The Fire Department will also continue programs to educate the public on fire prevention and safety, continue to maintain high training and equipment maintenance standards, and require new development to meet all relevant fire safety codes.

MITIGATION MEASURES The following mitigation measures will reduce significant adverse environmental impacts cited in this subsection to a less than significant level unless it is clearly

stated that the impact is significant and unmitigable. Where an impact is not considered significant, no mitigation measure is required.

Seismic Safety. The potential for seismic activity that may cause loss of life or property is a recognized risk of living in the San Francisco Bay Area. This ever present threat must be recognized as a significant and unmitigable effect that will affect all existing residents and any new residents who will locate in the Town. The Town of Hillsborough is providing reasonable and feasible means of reducing the potential for damage and injury through related goals, policies, and programs in the proposed General Plan.

Slope Stability. No significant adverse environmental impacts are anticipated therefore no mitigation measures are required.

Hazardous Materials and Water Quality. The Town should consider adopting the following policies and programs in the Policy Document of the General Plan:

Policy: Monitor and eventually remove all underground fuel tanks from the Town of Hillsborough. Removal of underground storage tanks will reduce the risk of fuel leaks that may contaminate groundwater.

Program: Fire Department and Building and Engineering Department to maintain records showing the location of all known underground tanks in the Town.

Program: Building and Engineering Department to require the removal or sealing of all underground tanks that are no longer in use prior to the issuance of any building permits for remodeling or new construction.

Program: Building and Engineering Department to require that all known underground fuel tanks in use are regularly maintained. Evidence of pressure checks

or other maintenance should be kept on file with the Fire Department or Engineering Department.

Fire Hazards. No significant adverse environmental impacts are anticipated; therefore, no mitigation measures are required.

MITIGATION MONITORING PROGRAM It is the responsibility of the Town of Hillsborough and decision-making bodies of the town to adopt, implement, and enforce the goals, policies, and programs of the adopted General Plan. The policies and programs recommended in this subsection of the Environmental Assessment should be considered for adoption to the General Plan by the Town Council.

Subsection 3.4

Circulation



3.4 CIRCULATION

IMPACTS

Standard of Significance. Based on the State of California General Plan Guidelines and CEQA Guidelines, the Town of Hillsborough General Plan will have a significant impact on the environment as it relates to transportation and circulation if it will do any of the following:

- result in substantially reduced roadway network operation as determined by accepted traffic analysis standards such as intersection level of service analysis, or average daily traffic capacity.
- fails to provide consistent or complete analysis as recommended by State General Plan Guidelines.

Circulation System. Because the Town of Hillsborough is limited to low density residential land uses, automobile traffic is light. There is no intersection or road segment in Hillsborough that is documented to be below a level of service B, meaning that there are only minimal traffic delays. At a level of service B only 60 to 70 percent of the roadway capacity is utilized during the peak hour. Generally, a level of service C (when drivers feel somewhat restricted and experience longer delays, 70 to 80 percent of the roadway capacity is utilized) or better is considered acceptable by cities in California. New development in Hillsborough would add some increased traffic. Generally, 10 automobile trips per household could be anticipated. At buildout of 273 new homes only 2,730 vehicle trips per day is anticipated and between 500 and 600 trips would be during the evening peak hour. Such an increase in traffic distributed throughout the town would not be noticeable on arterials in town carrying an average volume of 500 trips during the peak hour. The increased traffic due to new single family homes and second units, distributed throughout the town, would not cause a significant decrease in roadway operating characteristics in Hillsborough.

Roadways in the Town are generally winding and sight distance is further limited by heavy vegetation. Limited sight distance can be a problem when there are numerous driveways along a road where cars may merge at a slower speed. Policy 10-B and related

programs provide a means for the Planning Department to ensure that new driveways are constructed where sight distances are considered acceptable according to roadway engineering standards.

Other policies and programs of the General Plan address ongoing monitoring and maintenance of roadway safety. While Hillsborough roadways are relatively safe, in part due to low traffic levels, ongoing safety awareness will benefit members of the community.

MITIGATION MEASURES

The following mitigation measures will reduce significant adverse environmental impacts cited in this subsection to a less than significant level unless it is clearly stated that the impact is significant and unmitigable. Where an impact is not considered significant, no mitigation measure is required.

Circulation System. No significant adverse environmental impacts are anticipated therefore no mitigation measures are required.

MITIGATION MONITORING PROGRAM

It is the responsibility of the Town of Hillsborough and decision-making bodies of the town to adopt, implement, and enforce the goals, policies, and programs of the adopted General Plan. The policies and programs recommended in this subsection of the Environmental Assessment should be considered for adoption to the General Plan by the Town Council.

Subsection 3.5

Noise



3.5 NOISE

IMPACTS

Standard of Significance. Based on the State of California General Plan Guidelines and CEQA Guidelines, the Town of Hillsborough General Plan will have a significant impact on the acoustical environment if it will do any of the following:

- expose existing and future residents to noise levels that exceed State of California maximum allowable sound levels; or
- fails to provide consistent or complete analysis as recommended by State General Plan Guidelines.

Noise levels in Hillsborough are generally below 60 dB on the Community Noise Equivalent Level (CNEL) except for those residents near Interstate 280. Figure 1-19, page 1-81 of the Existing Setting and Trends Document shows significant noise contours within Hillsborough. The other significant noise source in Hillsborough is the San Francisco International Airport. Noise levels due to aircraft are not considered significant at this time, but the San Mateo County Air Port Land Use Commission maintains a monitoring station in Hillsborough. The Town of Hillsborough will continue to cooperate with the Land Use Commission and press for reasonable mitigation of air traffic noise when appropriate.

Noise levels in Hillsborough are the result of sources outside of the Town's jurisdiction; therefore, residents can only seek to mitigate noise levels at and around their home. The proposed General Plan does not propose to locate a substantial number of new residents in areas significantly affected by noise. While there may be a few new homes built on subdividable lots near I-280 these homes will be subject to providing on-site insulation and noise barriers to reduce noise levels to State of California Title 24 standards as described on pages 2-23, and 2-24 of the Policy Document.

The General Plan will not significantly increase traffic levels or cause any other means of noise volume increase. The proposed General Plan essentially maintains the community as a residential enclave, and does not provide for a significant increase in residential development.

MITIGATION MEASURES

The following mitigation measures will reduce significant adverse environmental impacts cited in this subsection to a less than significant level unless it is clearly stated that the impact is significant and unmitigable. Where an impact is not considered significant, no mitigation measure is required.

No significant adverse environmental impacts are anticipated therefore no mitigation measures are required.

MITIGATION MONITORING PROGRAM

It is the responsibility of the Town of Hillsborough and decision-making bodies of the town to adopt, implement, and enforce the goals, policies, and programs of the adopted General Plan. The policies and programs recommended in this subsection of the Environmental Assessment should be considered for adoption to the General Plan by the Town Council.

Subsection 3.6

California Environmental Quality Act Sections

3.6 CALIFORNIA ENVIRONMENTAL QUALITY ACT SECTIONS

ALTERNATIVES TO THE PROPOSED PROJECT

An analysis of reasonable alternatives to the proposed project is presented in this section. The purpose of the alternatives analysis is to "foster informed decision-making and informed public participation" (CEQA Section 15126(d)(5)). The likely environmental effects of the following alternatives are analyzed in this section: No Project, and Specific Plan Zoning. The consideration of the No Project alternative is required by CEQA. The Specific Plan Zoning alternative is included as it was an alternative that was considered by the General Plan Advisory Committee and Town Council as a means to providing low and moderate income housing. Because the Housing element is not included in the proposed General Plan, the Specific Plan Alternative does not differ from the proposed project in any significant way. No alternative is found to be superior to the proposed project; however, for CEQA purposes one alternative to the proposed project must be identified as environmentally superior. In this case the Specific Plan Alternative is considered superior to the No Project Alternative.

NO PROJECT ALTERNATIVE

The No Project alternative assumes that the existing General Plan (dated 1972) will remain the policy document that guides new development in the town for the next ten to twenty years. Essentially the Town would not adopt the proposed set of goals and policies and decision-makers for the community would continue to use the existing general plan as the basis for reviewing new development proposals.

Land Use. The Land Use Element contains a land use plan and development capacity analysis that is out of date. Expectations for open space lands have not been met and projections for developable lands have been surpassed.

Open Space and Conservation. The open space plan does not contain any discussion of issues related to deer populations,

rare or endangered species, or provide policy direction that will lead to the acquisition or preservation of open space lands. Expectations in Hillsborough called for 800 acres of open space land. However, because the General Plan did not contain detailed policies directing how to maintain the open space lands many of the proposed open space areas are now developed or subject to development proposals.

Public Safety. The 1972 General Plan does not contain a public safety element.

Circulation. While traffic conditions throughout the San Francisco Bay Area have become congested and problematic, traffic conditions in Hillsborough are generally very good. Due to the low density development in the community the number of vehicles on Hillsborough roadways has not changed appreciably, and is not expected to become critical at any time in the near future.

Noise. The noise element does not contain a diagram showing noise contours in the Town. Without noise contours planning and engineering personnel cannot readily determine those building projects that would need to provide increased insulation to meet California Title 24 health and safety code requirements related to noise levels.

SPECIFIC PLAN ALTERNATIVE

The Specific Plan Alternative assumes that the Town of Hillsborough would designate a location or locations for Specific Plan projects. Other than the Specific Plan area designations, the rest of the General Plan would remain as proposed. These projects would be limited to residential projects providing some percentage of housing suitable for low- and/or moderate-income households. The Specific Plan locations would be recognized as suitable for multi-family housing units.

A proposal for a project within a Specific Plan area would have to come from a private developer. In addition, the proposed plan would have to provide all environmental and design review of the Town.

Land Use. The Specific Plan area would provide for a multi-family housing land use designation. Specific Plan areas would allow for some increased growth potential; however, impacts would be minimized as the Town would require public transit access to the site, roadway improvements, and any other infrastructure improvements that might be required; it is doubtful that a multi-family housing project would ever be realized.

Open Space and Conservation. The Specific Plan proposal would not affect existing open space area nor would it adversely affect environmentally sensitive areas.

Public Safety. A Specific Plan area would increase density locally but would not present any threats to public safety.

Circulation. The increased density of a Specific Plan area could have localized traffic impacts. However, Specific Plan sites were to be located near public transit, in order to reduce dependence on automobiles.

Noise. Multi-family housing that may be developed in a Specific Plan area would be required to meet Title 24 of the California code. A Specific Plan project made up of residential development would not be considered a significant source of noise incompatible with single-family residential development.

COMPARISON OF ALTERNATIVES

The No Project Alternative would leave the Town of Hillsborough without a current consistent General Plan. The Specific Plan Alternative would provide a current General Plan with all of the required documents. However, the Specific Plan Alternative would not likely result in a multi-family land use area during the life of the plan. The proposed General Plan seeks to provide a location suitable for multi-family zoning by 1998. The proposed project is considered environmentally superior because it provides the greatest degree of conformance with State of California General Plan Guidelines.

**SIGNIFICANT ENVIRONMENTAL IMPACTS WHICH CANNOT BE AVOIDED IF
THE PROJECT IS IMPLEMENTED**

The Environmental Assessment section of this document identifies potentially significant environmental effects of the proposed project. In most cases, the implementation of the proposed General Plan goals, policies, and programs will minimize impacts to a less-than-significant level. Those impacts that are not reduced to a less-than-significant level are considered significant and unmitigable. The following effects cannot be avoided if the proposed General Plan is implemented:

Public Safety. New development in the Town of Hillsborough may be subject to severe ground shaking in a seismic event. The Public Safety Element of the General Plan makes reasonable and feasible recommendations to reduce loss of property and life in the event of a seismic event. However, it should be recognized that the San Francisco Bay Area is subject to severe ground shaking. Further, despite taking all reasonable and feasible precautions residents may be subject to loss of property or life in an extreme seismic event.

GROWTH INDUCING IMPACTS OF THE PROPOSED PROJECT

A project is considered to be growth-inducing if it fosters significant economic or population growth, removes obstacles to growth, or stimulates the construction of new housing. A project which stimulates measured and deliberate growth may cause fewer adverse environmental impacts than one which promotes rapid or unregulated growth.

The extension of urban services into a previously unserved area or the establishment of major new employment opportunities are typically considered to be growth-inducing. If the proposed project would set a precedent it might also be viewed as growth inducing. For example, obtaining a zoning variance to build more densely than current zoning allows would be considered growth inducing. Growth inducing effects are not considered as beneficial or adverse; they are merely recognized as a potential for change in the community and discussed to foster public involvement and good decision-making.

The proposed General Plan does not provide for the expansion of existing public facilities or the extension of services to presently unserved areas. With the existing and proposed land use designations there is little opportunity for new development. Most of the buildable lots and subdividable estates in the Town are built to capacity and cannot accommodate substantial new development. The potential for new single family homes is estimated to be limited to only 273 units. This estimate includes all proposed subdivisions and accounts for the potential for new subdivisions.

The only policy in the proposed General Plan that may be considered growth inducing is the allowance of second units within existing lots. However, it should be noted that without a local policy defining the conditions under which second units may be developed, California State Law can override existing local ordinances and allow second unit development.

The potential growth inducing impact of second units is minimized because second units would have a lower per unit population than a conventional single family home. Second units are normally limited in space and would generally accommodate one to two person households. Small household size means that there is less demand for public services such as water, wastewater treatment, and schools.

CUMULATIVE IMPACTS

Cumulative impacts are impacts of this project which when combined with impacts from other approved and reasonably anticipated future projects may accumulate to a level of significance. The California Environmental Quality Act (CEQA) directs that cumulative impacts be discussed when they are significant, and that the severity of the impacts and the likelihood of their occurrence be described. Discussion of cumulative impacts need not be as extensive as discussions of project impacts, but should be guided by standards of practicality and reasonableness. Ordinances or regulations which would affect a range of projects may be appropriate as mitigation measures for cumulative impacts rather than project specific mitigation measures.

This Draft EIR addresses cumulative impacts in a number of ways. The Land Use and Planning Section evaluates comprehensive General Plan land use planning goals and policies which are inherently cumulative. The Traffic and Circulation Section calculates the cumulative traffic anticipated from specific projects that are planned or foreseeable, and noise and air quality impacts are based on cumulative traffic assumptions.

CEQA (15130) states that the EIR can discuss cumulative impacts in one of two ways, or both:

- a) Use a list of past, present, and reasonably anticipated future projects producing related or cumulative impacts;
or,
- b) A summary of projections contained in an adopted General Plan or related planning document, which is designed to evaluate regional or areawide conditions.

For the purposes of this EIR, a combination of projections for future development and a list of reasonably foreseeable projects is used to identify cumulative impacts. Pages 1-11 through 1-13 define the development forecast for the proposed General Plan.

By definition a General Plan addresses cumulative development and thus the analysis in Section 3 of this document is also cumulative. The assessment of environmental impacts focuses on the potential buildout of the community.

RELATIONSHIP BETWEEN LOCAL SHORT-TERM USE OF THE ENVIRONMENT
AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The relationship between local short-term use of man's environment and the maintenance and enhancement of long-term productivity is often one of tradeoffs or of balancing social, economic, and environmental impacts over time. In some cases, a relatively short-term benefit may have adverse cumulative effects, with the possibility that the future economy and society may be burdened with unreasonable project-induced social and environmental costs. The opposite situation, in which long-term benefits occur at the expense of short-term dislocations, is also possible. Decisions that influence the balancing of such impacts for this project are the responsibility of the Town of Hillsborough City Council as part of its policy-making and regulatory functions.

The General Plan is considered a long-term project that defines the growth potential of the Town and the long-term physical effects of new development. As the Town is largely built out with large lot single-family homes, and the proposed General Plan does not significantly alter this land use pattern there is relatively little potential for new development to have significant adverse effects on the community.

The long-term benefits of the proposed project include:

- The opportunity to plan for community recreation facilities while there remains some potential to identify new locations for parks and recreation facilities.
- The ability of the Town to guide the design and location of second units.
- The means to recognize where new construction will be located subject to noise levels above 60 CNEL and require increased noise insulation.

- Increased communication between Town administrator and citizens by providing clear policies and programs regarding: fire services and fire prevention planning, police services, building requirements, potential new development, and recognized community values.
- Assessment of Town ordinances, guidelines, and design policies and the recognition of areas where revision is required.

Short term environmental effects include:

- The continued lack of a Housing Element as required by State of California law and the fact that the General Plan contains no programs that will rectify the condition in the immediate future.

IRREVERSIBLE ENVIRONMENTAL CHANGES AND IRRETRIEVABLE COMMITMENT
OF RESOURCES

This section is a required part of this EIR because the proposed project is characterized as one of the following, as specified in the California Environmental Quality Act (CEQA) (Section 21100.1): (a) the adoption, amendment, or enactment of a plan, policy, or ordinance of a public agency; (b) the adoption by a Local Agency Formation Commission of resolution-making determinations; or (c) a project which will be subject to the requirement for preparing an environmental impact statement pursuant to the National Environmental Policy Act of 1969.

Because the proposed project is the consideration of a draft General Plan no irreversible physical alterations to the environment will result from a construction project or event.

EFFECTS FOUND NOT TO BE SIGNIFICANT

Based upon discussions with planning staff, review of the scope of issues addressed by the proposed General Plan, and review of previous environmental analyses, some environmental issues were found not to be significant and, therefore, were determined not to require analysis. Issues which are considered not to be significant for purposes of this EIR include the following:

- Agricultural land use and effects to prime agricultural land. There are no commercial agricultural activities within the Town, nor is there a recognized potential for such activities.
- Risk of upset or explosion from commercial activities. There are no industrial activities in the Town.
- Detailed air quality analysis. Air pollution emissions in Hillsborough are limited internal combustion engine exhaust, household appliance emissions, and dissipation of volatile household products. These emissions are relatively minor as the community is relatively small, limited to residential use, and the potential for new development will not include uses that would generate or attract large volumes of automobile or truck traffic.

Subsection 3.7

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Organizations, Publications, and
Persons Consulted

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3.7 REFERENCES: ORGANIZATIONS, PUBLICATIONS, AND PERSONS CONSULTED

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Subsection 3.8

Preparers of This Report

PREPARERS OF THIS REPORT

3.8 PREPARERS OF THIS REPORT

This report was prepared by Earth Metrics Incorporated of Brisbane, California. Earth Metrics has no financial interest whatsoever in the approval or disapproval of the proposed project.

The Earth Metrics staff who participated in this project are:

John Malcolm Torrey, AICP, Director of Planning, Project
Reviewer

Brian McElroy, M.S., Planner, Project Manager

Mario Sternad, B.S., Environmental Scientist

Paul Banidele Awosika, M.Sc., Environmental Scientist

Patti Caswell, B.A., Environmental Scientist

Clarke Pauley, B.A., Environmental Scientist

Ballard W. George, B.A., M.A., Acoustical Engineer

Diane Pittenger, Production Manager

Sheryl Schroth, M.A., Editor

Laurel Gladden, B.A., Editor

Adrienne Goss, Senior Word Processor

Caesar Jhanapin, Graphics

With assistance from:

Naphtali H. Knox, Naphtali H. Knox & Associates Inc.

Subsection 3.9

Appendices

3.9 APPENDICES

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 CODE SYSTEM

APPENDIX 2.6-A. GLOSSARY TO THE NOISE ELEMENT

APPENDIX 3-A. NOTICE OF PREPARATION FOR THE TOWN OF
 HILLSBOROUGH GENERAL PLAN AND GENERAL PLAN
 ENVIRONMENTAL IMPACT REPORT

21 1990 TO 4 JUNE SEPT 1991

ALLEGEDLY FIRE DEPARTMENT

INCIDENT REPORT CODE SYSTEM

NUMBER OF ALARMS: 1355

ELECTRICAL ALARMS: 61

- [] 001 Appliances, small
- [] 002 Arcing wires
- [] 003 Circuit breakers
- [] 004 Dryer
- [] 005 Light fixtures
- [] 006 Oven
- [] 007 Overheated motor/drive belt
- [] 008 trash compactor
- [] 009 Range top
- [] 010 Service panel/fuses
- [] 011 Switches/outlets/controls
- [] 012 Transformer
- [] 012 Water heater
- [] 014 Wires down
- [] 015 Nature unknown
- [] 016 Other

EMERGENCY MEDICAL ALARMS: 417

- [] 030 Airway obstruction
- [] 031 Abdominal injury
- [] 032 Alcohol abuse/Drug abuse
- [] 033 Amputation
- [] 034 Anaphylaxis
- [] 035 Bleeding/Hemorrhage
- [] 036 Burns
- [] 037 Child birth/Miscarriage
- [] 038 Cuts/Abrasions
- [] 039 Diabetes disorders
- [] 040 Drowning
- [] 041 Drug overdose
- [] 042 D.O.A.
- [] 043 Dyspnea/Asthma/Emphysema
- [] 044 Epilepsy/Convulsion/Seizure
- [] 045 Fracture/Dislocation/Sprain
- [] 046 Gun shot wounds
- [] 047 Heart attack/Chest pain/Angina
- [] 048 Illness terminal
- [] 049 Injuries-Eyes/Face/Throat
- [] 050 Poisoning/Stings/Bites
- [] 051 Shock
- [] 052 Skull/Brain injury
- [] 053 Smoke inhalation
- [] 054 Spinal injury
- [] 056 Stroke
- [] 057 Unconsciousness
- [] 058 Nature unknown
- [] 059 Other

FIRE RELATED ALARMS: 158

- [] 060 Illegal burn/Trash/dumpster
- [] 061 Rekindlement
- [] 062 Smoke investigation
- [] 063 Structural fires
- [] 064 Vehicle fires
- [] 065 Wildland fires/tree/grass
- [] 066 Chimney Fires
- [] 067 Other

HAZARDOUS MATERIALS ALARMS: 2

- [] 080 Chlorine
- [] 081 Combustibles
- [] 082 Flammable gas
- [] 083 Flammable liquid
- [] 084 Flammable solid
- [] 085 Oxidizer
- [] 086 Organic peroxide
- [] 087 Poison
- [] 088 Radioactive material
- [] 089 Nature unknown
- [] 090 Other

NATURAL GAS ALARMS: 9

- [] 100 Dryer
- [] 101 Gas main
- [] 102 Gas meter
- [] 103 Gas service line
- [] 104 Furnace
- [] 105 Oven
- [] 106 Range top
- [] 107 Water heater - house
- [] 108 Water heater - pool
- [] 109 Nature unknown
- [] 110 Other

RESCUE ALARMS: 77

- [] 130 Animal
- [] 131 Cliff/Environmental
- [] 132 Industrial
- [] 133 Lock-in
- [] 134 trench/cave/pit
- [] 135 Vehicle
- [] 136 Vehicle w/ medical aid
- [] 137 Water
- [] 138 Nature unknown
- [] 140 Other

SERVICE / SALVAGE ALARMS: 185

- [] 150 Assist P.D.
- [] 151 Assist citizen (non-medical)
- [] 152 Broken/open hydrant
- [] 153 Broken water line, inside
- [] 154 Broken water line, outside
- [] 155 Flooding inside/outside
- [] 156 Fall Victim (non-medical)
- [] 157 Lock out/house/vehicle
- [] 158 Roof damage/leaking
- [] 159 Sewer, broken line
- [] 160 Sewer, back up
- [] 161 Tree down
- [] 162 Water heater leaking
- [] 163 Other

VEHICLE ALARMS: 40

- [] 170 Assist P.D.
- [] 171 Broken fuel/oil line
- [] 172 Hydrant hit
- [] 173 Overheated motor/steam
- [] 174 Washdown
- [] 175 Wiring
- [] 176 Other

MISCELLANEOUS ALARMS: 406

- [] 190 Detection alarm system
- [] 191 False report
- [] 192 Improper dispatching
- [] 193 Odors
- [] 194 Undetermined
- [] 195 Nature unknown
- [] 196 Other

RESPONSE BY DISTRICT:

- H 12 _____ M.A. San Mateo _____
- H 13 _____ A.A. San Mateo _____
- H 21 _____ M.A. Burlingame _____
- H 23 _____ A.A. Burlingame _____
- H 521 _____ M.A. C.D.F. _____
- H 31 _____ A.A. C.D.F. _____
- H 32 _____ Strike Team Assignments _____

Other Assignments _____

Total Man Hours _____

GLOSSARY OF TERMS FOR NOISE ELEMENT

Noise: Any unwanted sound typically erratic in character within the normal frequency limits for hearing can be described as noise.

Decibel, dB: A unit of measurement describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

A-Weighted Level: The sound level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter deemphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise. The A-weighted sound level is used in most current local, state, and federal standards and guidelines for community noise.

L10: The A-weighted sound level exceeded ten percent of the sample time. Similarly, L50, L90, etc. The L10 is sometimes referred to as the "intrusive" level, the L50 is a median or average level, and the L90 is frequently used as a measure of the "background" sound level.

Leq: Equivalent Energy Level, or the sound level corresponding to a steady state sound level containing the same total energy as a time varying signal over a given period. Leq is typically computed over 1-, 8-, and 24-hour sample periods.

CNEL: Community Noise Equivalent Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 P.M. to 10 P.M. and after addition of 10 decibels to sound levels in the nighttime from 10 P.M. to 7 A.M.

Ldn: Day-Night Average Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the nighttime after 10 P.M. and before 7 A.M.

Note: CNEL and Ldn represent daily levels of noise exposure averaged on an annual or daily basis, while Leq represents the equivalent energy noise exposure for a shorter time period, typically on hour. The CNEL and Ldn show approximate numerical equivalence for typical urban traffic noise conditions.

Noise Contours: Lines drawn about a noise source indicating equal levels of noise exposure. The CNEL is the metric utilized herein to describe annoyance due to noise and to establish land use planning criteria for noise.

Ambient Noise: The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Intrusive Noise: That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound

depends upon its amplitude, duration, frequency, time of occurrence, and tonal or information content as well as the prevailing noise level.

Noisiness Zones: Defined area within a community wherein the ambient noise levels are generally similar (within a range of five dB, for example). Typically, all other things being equal, sites within any given noise zone will be of comparable proximity to major noise sources. Noise contours define different noisiness zones.

Pure Tone: Any sound which can be judged as a single pitch or a set of single pitches.

Fixed Point Source: Any stationary source of noise (e.g., factory).

Line Source: Typically, a stream of transportation generated noise as produced from vehicle traffic and trains.

APPENDIX 3-A

NOTICE OF PREPARATION
FOR
THE TOWN OF HILLSBOROUGH GENERAL PLAN
AND
GENERAL PLAN ENVIRONMENTAL IMPACT REPORT

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

400 TENTH STREET
SACRAMENTO, CA 95814

DATE: Oct 16, 1992

TO: Reviewing Agency

RE: TOWN OF HILLSBOROUGH's NOP for
TOWN OF HILLSBOROUGH GENERAL PLAN REVISION EIR
SCH # 92103045

Attached for your comment is the TOWN OF HILLSBOROUGH's Notice of Preparation of a draft Environmental Impact Report (EIR) for the TOWN OF HILLSBOROUGH GENERAL PLAN REVISION EIR.

Responsible agencies must transmit their concerns and comments on the scope and content of the EIR, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of this notice. We encourage commenting agencies to respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

PHIL JONES
TOWN OF HILLSBOROUGH
1600 FLORIBUNDA AVENUE
HILLSBOROUGH, CA 94010

with a copy to the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the review process, call Michael Chiriatti at (916) 445-0613.

Sincerely,

A handwritten signature in cursive script that reads "Christine Kinne".

Christine Kinne
Acting Deputy Director, Permit Assistance

Attachments

cc: Lead Agency

Notice of Completion

Appendix F

See NOTE below

Mail to: State Clearinghouse, 1400 Tenth Street, Sacramento, CA 95814 916/445-0613

SCH # 92103045

Project Title: Town of Hillsborough General Plan revision Eir
Lead Agency: Town of Hillsborough Contact Person: Phil Jones
Street Address: 1600 Floribunda Ave Phone: 415 579 3815
City: Hillsborough Zip: 94010 County: San Mateo

Project Location

County: San Mateo City/Nearest Community: Hillsborough
Cross Streets: _____ Total Acres: _____
Assessor's Parcel No. _____ Section: _____ Twp. _____ Range: _____ Base: _____
Within 2 Miles: State Hwy #: _____ Waterways: _____
Airports: _____ Railways: _____ Schools: _____

Document Type

CEQA: ☐ NOP ☐ Supplement/Subsequent NEPA: ☐ NOI Other: ☐ Joint Document
☐ Early Cons ☐ EIR (Prior SCH No.) ☐ EA ☐ Final Document
☐ Neg Dec ☐ Other _____ ☐ Draft EIS ☐ Other _____
☐ Draft EIR ☐ FONSI

Local Action Type

☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, Parcel Map, Tract Map, etc.) ☐ Other _____

Development Type

☐ Residential: Units _____ Acres _____ ☐ Water Facilities: Type _____ MGD _____
☐ Office: Sq.ft _____ Acres _____ Employees _____ ☐ Transportation: Type _____
☐ Commercial: Sq.ft _____ Acres _____ Employees _____ ☐ Mining: Mineral _____
☐ Industrial: Sq.ft _____ Acres _____ Employees _____ ☐ Power: Type _____ Watts _____
☐ Educational: _____ ☐ Waste Treatment: Type _____
☐ Recreational: _____ ☐ Hazardous Waste: Type _____
☐ Other: _____

Project Issues Discussed in Document

☐ Aesthetic/Visual ☐ Flood Plain/Flooding ☐ Schools/Universities ☐ Water Quality
☐ Agricultural Land ☐ Forest Land/Fire Hazard ☐ Septic Systems ☐ Water Supply/Groundwater
☐ Air Quality ☐ Geologic/Seismic ☐ Sewer Capacity ☐ Wetland/Riparian
☐ Archeological/Historical ☐ Minerals ☐ Soil Erosion/Compaction/Grading ☐ Wildlife
☐ Coastal Zone ☐ Noise ☐ Solid Waste ☐ Growth Inducing
☐ Drainage/Absorption ☐ Population/Housing Balance ☐ Toxic/Hazardous ☐ Landuse
☐ Economic/Jobs ☐ Public Services/Facilities ☐ Traffic/Circulation ☐ Cumulative Effects
☐ Fiscal ☐ Recreation/Parks ☐ Vegetation ☐ Other _____

Present Land Use/Zoning/General Plan Use

Project Description

An EIR for a general plan revision. Since the Town is mostly built out no major land use changes are proposed. The town will continue to be mostly a one land use single family residential town.

NOTE Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. from a Notice of Preparation or previous draft document) please fill it in

Revised October 1989

NOP Distribution List

S = sent by lead agency

X = sent by SCH

Resources Agency

☐ Judy Carpenter
Dept. of Boating & Waterways
1629 S Street
Sacramento, CA 95814
916/445-6281

☐ Gary L. Holloway
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219
415/904-5200

☐ Reed Holderman
State Coastal Conservancy
1330 Broadway, Suite 1100
Oakland, CA 94612
510/464-1085

☒ Steve Olive
Dept. of Conservation
801 K Street, MS-24-02
Sacramento, CA 95814
916/445-8733

☐ Div. of Mines and Geology

☐ Div. of Oil and Gas

☐ Land Resources Protect. Unit

☐ Douglas Wickizer
Dept. of Forestry
1416 Ninth Street, Room 1516-2
Sacramento, CA 95814
916/653-9451

☒ Ilana Kreutzberg
Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94296-0001
916/653-9107

☒ Mike Doyle
Dept. of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001
916/653-0547

☐ Anna Leona Bronson
Reclamation Board
1416 Ninth Street, Room 706
Sacramento, CA 95814
916/653-9669

☐ Nancy Wakeman
S.F. Bay Conservation & Dev't Comm.
30 Van Ness Avenue, Room 2011
San Francisco, CA 94102
415/557-3686

☒ Nadell Gayon
Dept. of Water Resources
1416 Ninth Street, Room 449
Sacramento, CA 95814
916/653-6866

Fish and Game - Regional Offices

☐ Gary Stacey, Regional Manager
Department of Fish and Game
601 Locust
Redding, CA 96001
916/225-2300 (8-442)

☐ Jim Meadersmith, Regional Manager
Department of Fish & Game
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670
916/355-0922 (8-438)

☒ B. Hunter, Regional Manager
Department of Fish and Game
P.O. Box 47
Yountville, CA 94599
707/944-5518

☐ G. Nokes, Regional Manager
Department of Fish and Game
1234 East Shaw Avenue
Fresno, CA 93710
209/222-3761 (8-421)

☐ Fred A. Worthley, Jr., Reg. Manager
Department of Fish and Game
330 Golden Shore, Suite 50
Long Beach, CA 90802
213/590-5113 (8-635)

Independent Commissions

☐ John R. Nuffer
California Energy Commission
1516 Ninth Street, MS-15
Sacramento, CA 95814
916/654-3859

☒ William A. Johnson
Native American Heritage Comm.
915 Capital Mall, Room 288
Sacramento, CA 95814
916/653-4082

☐ William Meyer
Public Utilities Commission
505 Van Ness Avenue
San Francisco, CA 94102
415/703-1540 (8-597)

☒ Betty Eubanks
State Lands Commission
1807 - 13th Street
Sacramento, CA 95814
916/322-2195

Business, Transportation, & Housing

☐ Sandy Hesnard
California - Division of Aeronautics
P.O. Box 942874
Sacramento, CA 94274-0001
916/324-1833

☐ Tom Milcone
California Highway Patrol
Office of Special Projects
Planning and Analysis Division
2555 First Avenue
Sacramento, CA 95818
916/437-7222

☐ Ron Helgason
California - Planning
P.O. Box 42874
Sacramento, CA 95814

Department of Transportation District Contacts

☐ Guy Luther
Caltrans, District 1
1656 Union Street
Fresno, CA 95501
707/445-6407

☐ Michelle Gallagher
Caltrans, District 2
P.O. Box 493040
Redding, CA 96049-4040
916/225-3259 (8-442)

☐ Jody Lonergan
Caltrans, District 3
703 B Street
Marysville, CA 95901
916/741-4277 (8-457)

☒ Gary S. Adams
Caltrans, District 4
P.O. Box 7310
San Francisco, CA 94120
415/557-9162 (8-597)

☐ Wayne Schnell
Caltrans, District 5
P.O. Box 8114
San Luis Obispo, CA 93403-8114
805/549-3683 (8-629)

☐ Moses Pacheco
Caltrans, District 6
P.O. Box 12616
Fresno, CA 93718
209/276-5989 (8-422)

☐ Gary McSweeney
Caltrans, District 7
120 South Spring Street
Los Angeles, CA 90012
213/620-2176 (8-640)

☐ Harvey Sawyer
Caltrans, District 8
P.O. Box 231
San Bernardino, CA 92402
714/383-4808 (8-670)

☐ Lisa Flores
Caltrans, District 9
500 South Main Street
Bishop, CA 93514
619/872-0203 (8-627)

☐ Al Johnson
Caltrans, District 10
P.O. Box 2018
Stockton, CA 95201
209/948-7838 (8-423)

☐ Mike Owen
Caltrans, District 11
P.O. Box 85406
2829 Juan Street
San Diego, CA 92186-5406
619/688-6750 (8-631)

☐ Alleen Kennedy
Caltrans, District 12
2501 Pullman St
Santa Ana, CA 92705
714/724-2239 (8-655)

Food and Agriculture

☐ Vashek Cervinka
Dept. of Food and Agriculture
1220 N Street
Sacramento, CA 95814
916/322-5227

Health & Welfare

☐ Quy Tu
Dept. of Health
601 N. 7th Street, PO Box 942732
Sacramento, CA 94234-7320
916/323-6111

☐ DISTRICT _____

State and Consumer Services

☐ Robert Sleppy
Dept. of General Services
400 P Street, Suite 5100
Sacramento, CA 95814
916/324-0214

Environmental Affairs

☒ Barbara Fry
Air Resources Board
2020 L Street
Sacramento, CA 95815
916/322-8267

☒ Jeanie Agpoon
Calif. Waste Management Board
8800 Cal Center Drive
Sacramento, CA 95826
916/255-2439 916/255-2341

State Water Resources Control Board

☐ Allan Patton
State Water Resources Control Board
Division of Clean Water Programs
P.O. Box 944212
Sacramento, CA 94244-2120
916/739-4265

☐ Dave Berlinger
State Water Resources Control Board
Delta Unit
P.O. Box 2000
Sacramento, CA 95812-2000
916/322-9870

☐ Phil Zentner
State Water Resources Control Board
Division of Water Quality
P.O. Box 100
Sacramento, CA 95801
916/657-0912

☐ Mike Falkenstein
State Water Resources Control Board
Division of Water Rights
908 P Street, 3rd Floor
Sacramento, CA 95814
916/657-1377 (8-437)

☐ APCDAQW

SCH# 92103045

Regional Water Quality Control Board

☐ NORTH COAST REGION (1)
1440 Guerneville Rd.
Santa Rosa, CA 95401
707/576-2220 (8-590)

☒ SAN FRANCISCO BAY REGION (2)
2101 Webster, Suite 500
Oakland, CA 94612
415/464-1255 (8-561)

☐ CENTRAL COAST REGION (3)
81 Higuera Street, Suite 200
San Luis Obispo, CA 93401-5427
805/549-3147 (8-629)

☐ LOS ANGELES REGION (4)
1075 S. Broadway, Rm 4027
Los Angeles, CA 90012
213/266-4460 (8-640)

☐ CENTRAL VALLEY REGION (5)
3443 Router Road, Suite A
Sacramento, CA 95827-3098
916/361-5600

☐ Fresno Branch Office
3614 East Ashlan Avenue
Fresno, CA 93726
209/445-5116 (8-421)

☐ Redding Branch Office
415 Knollcrest Drive
Redding, CA 96002
916/224-4845 (ATS 441)

☐ LAHONTAN REGION (6)
2092 Lake Tahoe Boulevard
South Lake Tahoe, CA 96150
916/544-3481

☐ Victorville Branch Office
15428 Civic Drive, Suite 100
Victorville, CA 92392-2359
619/241-6583

☐ COLORADO RIVER BASIN
REGION (7)
73 271 Highway 111, Suite 21
Palm Desert, CA 92260
619/346-7491

☐ SANTA ANA REGION (8)
2010 Iowa Avenue, Suite 100
Riverside, CA 92507
714/782-4130 (8-632)

☐ SAN DIEGO REGION (9)
9771 Clairemont Mesa Blvd., Suite B
San Diego, CA 92124-1331
619/265-5114 (8-636)

☐ OTHER _____

☐ OTHER _____

DEPARTMENT OF FISH AND GAME

POST OFFICE BOX 47
MOUNTAIN VIEW, CALIFORNIA 94599
(707) 944-5500



November 18, 1992

Mr. Phil Jones
Town of Hillsborough
1600 Floribunda Avenue
Hillsborough, California 94010

Dear Mr. Jones:

Notice of Preparation
General Plan Revision

Department of Fish and Game personnel have reviewed the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for a revision of the Hillsborough General Plan. We believe the following issues need to be addressed in the DEIR.

The DEIR should address potential impacts to biotic resources and mitigation measures, as well as alternatives which would avoid impacts. Particular attention needs to be paid to State and Federal listed and candidate species, and unlisted species whose status is of regional concern. We request that subsequent documents related to this project be submitted for our review.

Specific measures to adequately mitigate unavoidable impacts need to be incorporated into project design prior to certification of the EIR. The Department recommends the following overall measures to lessen or minimize impacts.

1. Avoidance or minimization of impacts to important wildlife habitats.
2. Revegetation using native species.
3. Conformance with the Department Wetland Policy which requires no net loss of either wetland acreage or habitat value for unavoidable impacts.
4. Require a 50-foot setback from the edge of riparian vegetation to protect riparian habitat.

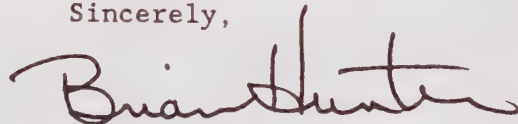
The Department has direct jurisdiction under Fish and Game Code sections 1601-1603 in regard to any proposed activities that would divert or obstruct the natural flow or change the bed, channel, or bank of any stream. We recommend early consultation since modification of the proposed project may be required to avoid impacts to fish and wildlife resources. Formal notification

Mr. Phil Jones
November 18, 1992
Page Two

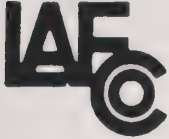
under Fish and Game Code Section 1603 should be made after all other permits and certifications have been obtained. Work cannot be initiated until a streambed alteration agreement is executed.

If you have any questions regarding our comments, please contact Jeannine DeWald, Associate Wildlife Biologist, (408) 429-9252.

Sincerely,

A handwritten signature in dark ink, appearing to read "Brian Hunter". The signature is fluid and cursive, with a large initial "B" and a long horizontal stroke at the end.

Brian Hunter
Regional Manager
Region 3



LOCAL AGENCY FORMATION COMMISSION

COUNTY GOVERNMENT CENTER

• REDWOOD CITY, CALIFORNIA 94063

• (415) 363-4224

October 15, 1992

Mr. Phil Jones
Interim City Planner
Town of Hillsborough
1600 Floribunda Avenue
Hillsborough, CA 94010

Dear Mr. Jones:

Thank you for circulating to us the Notice of Preparation for the Town of Hillsborough General Plan Revision EIR. In our view, there is no need to circulate other general plan revision project documents to LAFCo unless the area included in the project extends beyond the town's present sphere of influence as shown on the attached map.

Please let me know if you have any questions concerning the town's boundary or sphere of influence.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Peter V. Banning'.

Peter V. Banning
Management Analyst

enclosure

COMMISSIONERS: Council Member Gary A. Orton, Chairman • Public Member Mary W. Henderson, Vice Chairman
Council Member Malcolm H. Dudley • Supervisor Tom Huening • Supervisor William J. Schumacher
ALTERNATES: Supervisor Anna G. Eshoo • Council Member Steven W. Waldo • Public Member Joseph Zucca
OFFICERS: William D. Davis, Executive Officer • Mary K. Raftery, Legal Counsel

City of Hillsborough



Municipal Government



Oversized Map or Foldout not scanned.

Item may be viewed at the
Institute of Governmental Studies Library, UC Berkeley.

U.C. BERKELEY LIBRARIES



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